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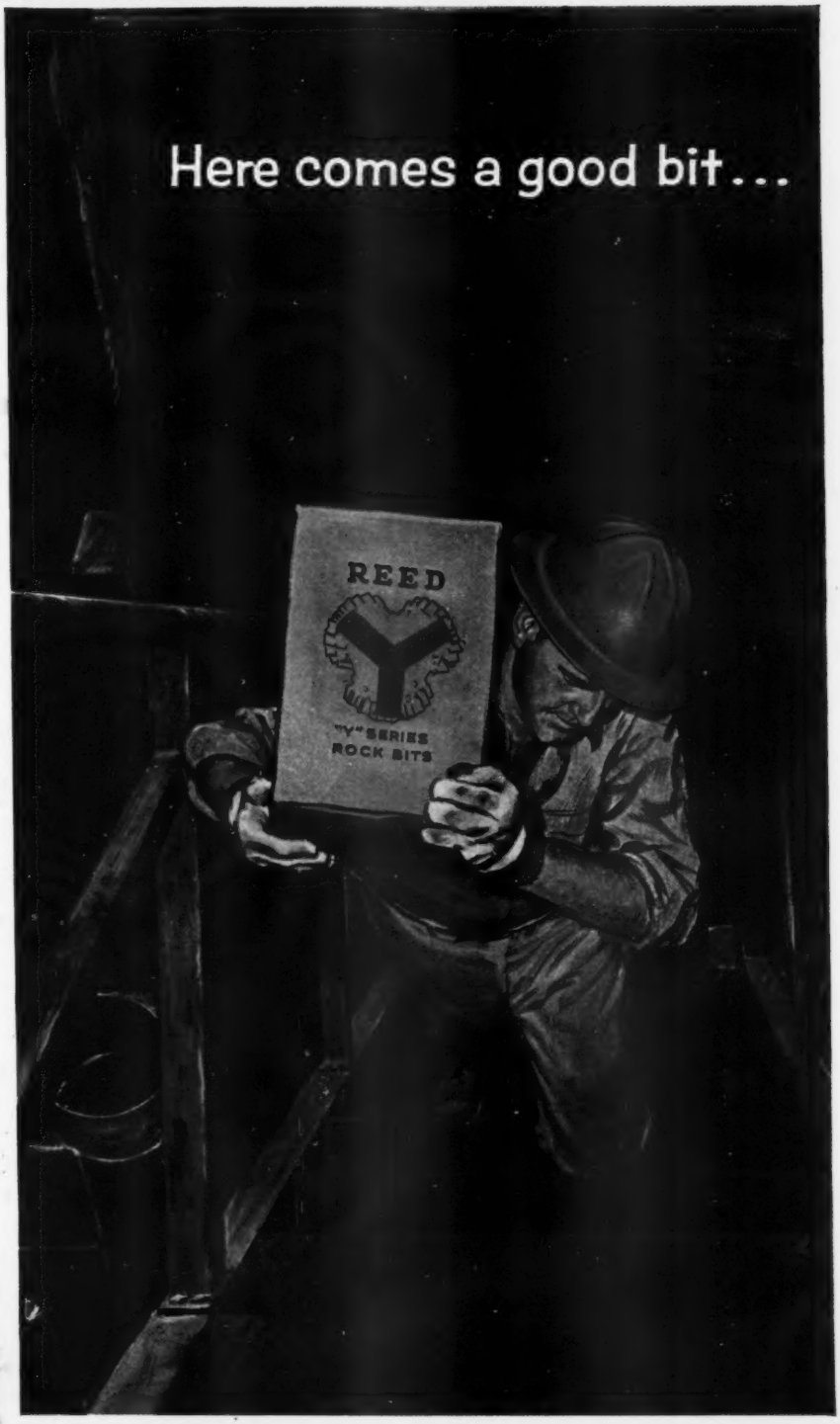
Offshore

The Marine Oil OPERATIONS Journal

Lease Map Of Lake Maracaibo In This Issue!



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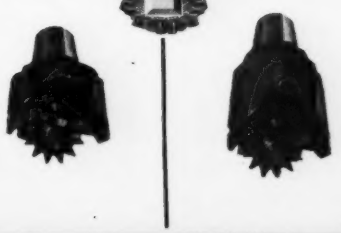

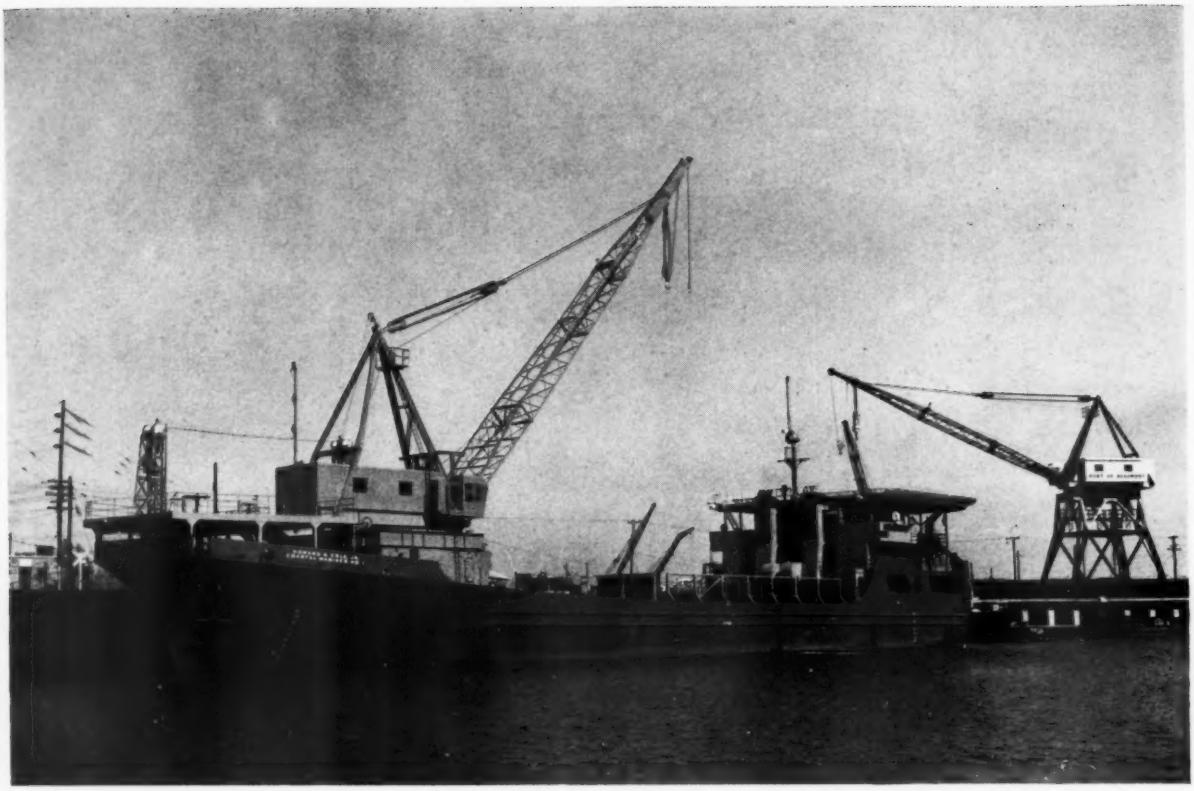

Clyde Whirley Equipped Drilling Tender Docks Alongside Port of Beaumont Clyde Whirley

Shown above is the Clyde Whirley equipped Howard S. Cole, Jr., a new type of offshore drilling tender built for Coastal Marine Drilling and Construction Corporation of Houston by New York Shipbuilding Corporation, Camden, N. J. It is designed to move without the aid of tugboats even in rough weather and has the mobility and seaworthiness of a conventional ship.

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This deck mounted Clyde Whirley with its 110 ft. boom and a 20 ft. jib, is rated at 60 tons at a 60 ft. radius, ample capacity to handle heavy drilling equipment. With the Clyde, the Howard S. Cole, Jr. can rig-up or dismantle the platform's equipment. No derrick barge is required. The Clyde Whirley also equips the tender for construction and salvage work.

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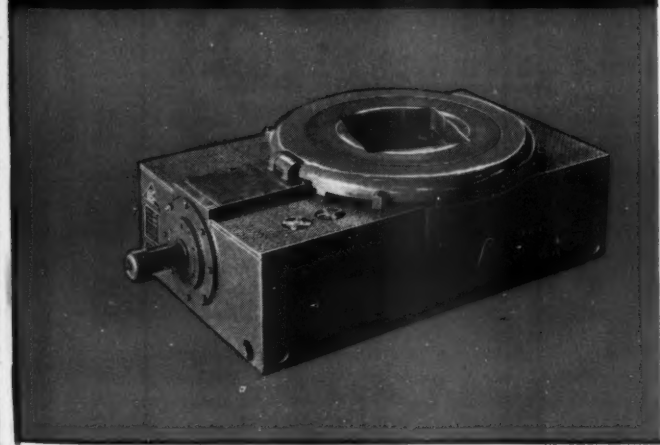

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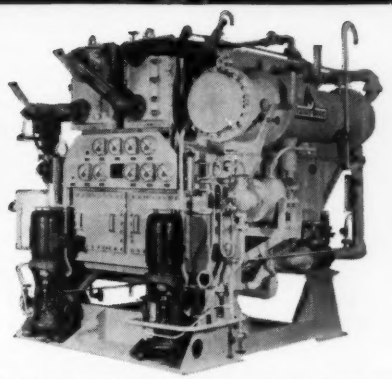

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Waste Heat Evaporators vs. Vapor Compression vs. Multiple Effect vs. Purchased Water

ITEM	UNIT PRICE	Typical Cost/1000 gal H_2O Waste Heat	Vapor Compression	Multi-Effect	Purchased
Diesel Fuel	@ 10.6¢/gal	$0.00	48¢	$4.80	
Electricity for pumps	@ 1¢/kw	20¢	1¢	14¢	
Lubricating Oil	@ 77¢/gal	½¢	6¢	½¢	
Acid for Descaling	@ 50¢/gal	½¢	20¢	½¢	
Maintenance and Repairs	Based on Field Experience	2¢	18¢	2¢	
Operational Labor	@ $2.50 hr	10¢	85¢	75¢	
Operational Costs (1000 gal)		33¢	$1.78	$5.72	
Operational Costs (barrel)		1½¢	7½¢	24¢	25¢
Operational Daily Costs (685 barrels)		$10.28	$51.38	$164.40	$171.25

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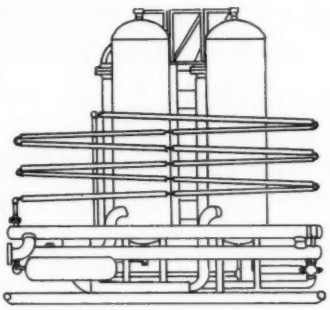

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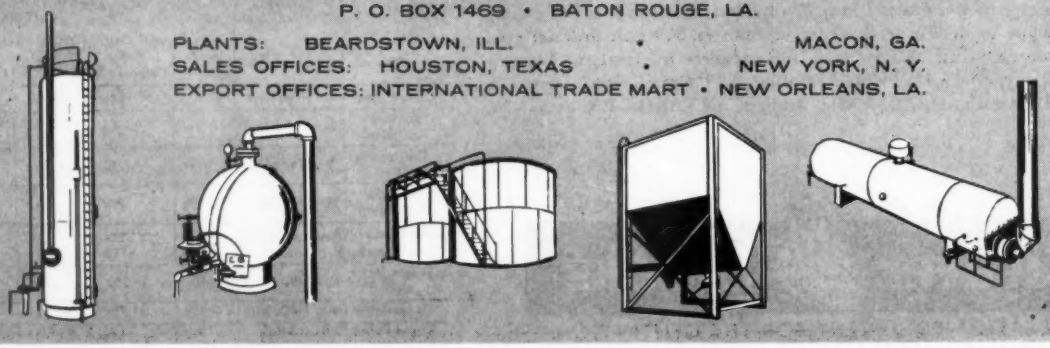

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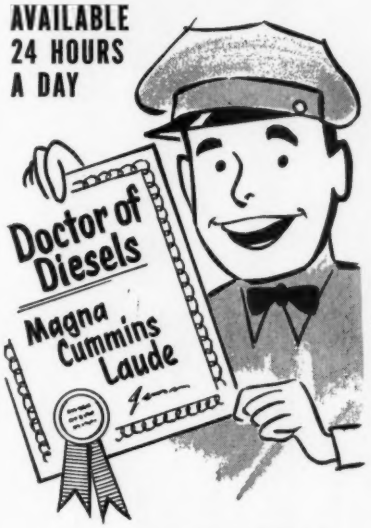

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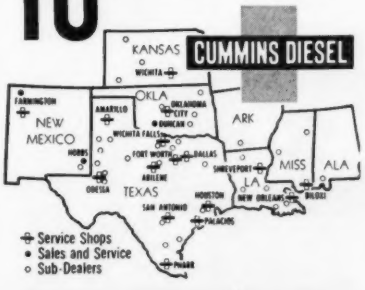

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Way offshore . . .

With the Publisher

IN THE near future, you may refer to our associate publisher as "Paladin" Maginnis.

Doug, who hangs out at 530 International Trade Mart, New Orleans, is momentarily expecting a call from Mobile to board Ocean Drilling & Exploration Company's new drill barge **El Dorado.** Odeco is taking the barge to Mexico, to drill off the Isthmus of Tehuantepec, and Doug will ride the tow at least part of the way.

The result will be an article for an early issue entitled, "Have Rig—Will Travel."

Which makes us desk pushers pretty envious.

On the other hand, it's all a matter of definition. The other night my better half was explaining to 5-year-old Sue (who has since had a birthday) how a 3,000-year-old Egyptian mummy got that way. After the explanation, Sue asked the logical question:

"Mummy—what do you call dead daddies?"

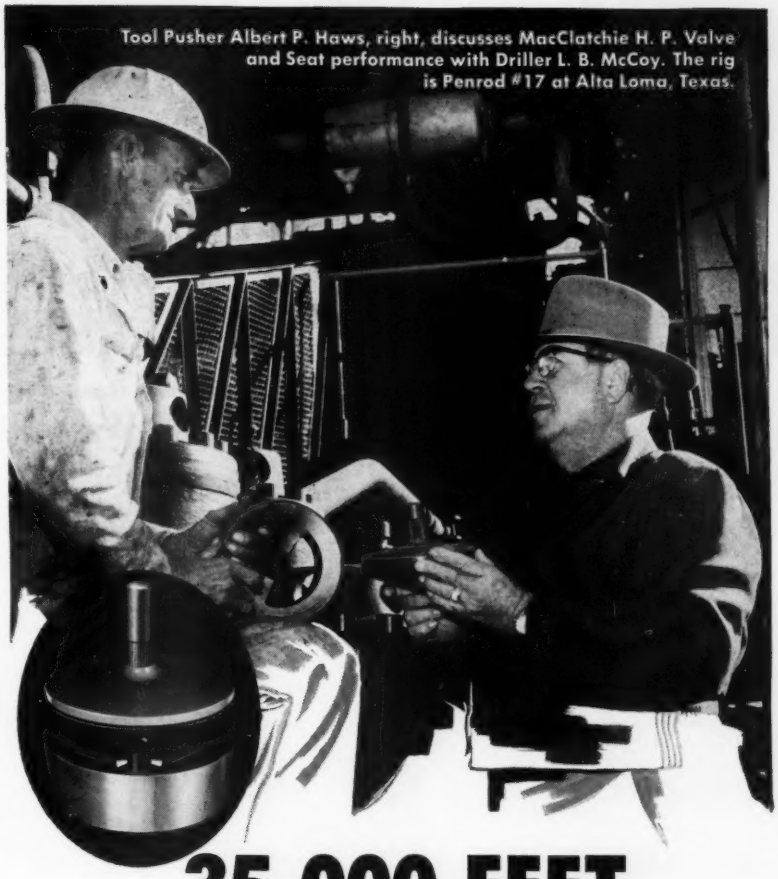
We were telling Nat Jones, who ramrods public relations for R. G. LeTourneau, Inc., up in Longview, about our recent book sales—and danged if Nat didn't sell a novel to one of the same publishers! We'll have to find out from him the exact title, and publish it here, so all you rig-running rannyhans a-pantin' to lap up culture (or is it a-pantin' after purty women?)—anyway, so's you can buy Nat's book.

It's funny about writing books. We didn't know the title of either one we wrote until just the other day. One has now been titled "The Meskin Hound."

To explain a little, we didn't know the title because publishers near-about always change whatever name an author puts on his book. But this "oily" rag will remain OFFSHORE, and it'll be the same when we—

See you next month!

Long John Latham



Tool Pusher Albert P. Haws, right, discusses MacClatchie H. P. Valve and Seat performance with Driller L. B. McCoy. The rig is Penrod #17 at Alta Loma, Texas.

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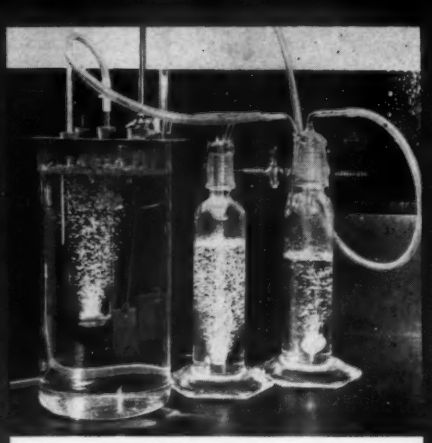
1 Analytical weighing of specimens prior to testing

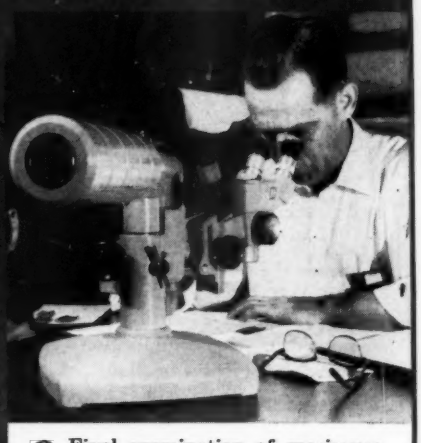


2 Steam condensate corrosion test

3 Cleaning specimens with inhibited hydrochloric acid

4 Second analytical weighing to determine corrosion weight loss

5 Calculation and statistical analysis of laboratory test results



6 Final examination of specimens under low power magnification

Extensive testing program proves new 4-D Wrought Iron more corrosion-resistant than ferrous substitutes

Test results from the Byers Research Laboratory lend documentary support to the superiority of new 4-D Wrought Iron—over standard Wrought Iron as well as ferrous substitutes.

Convincing case-history service records are now further substantiated by the conclusive findings of our metallurgical staff. Some typical results of this testing program are presented in the chart at right.

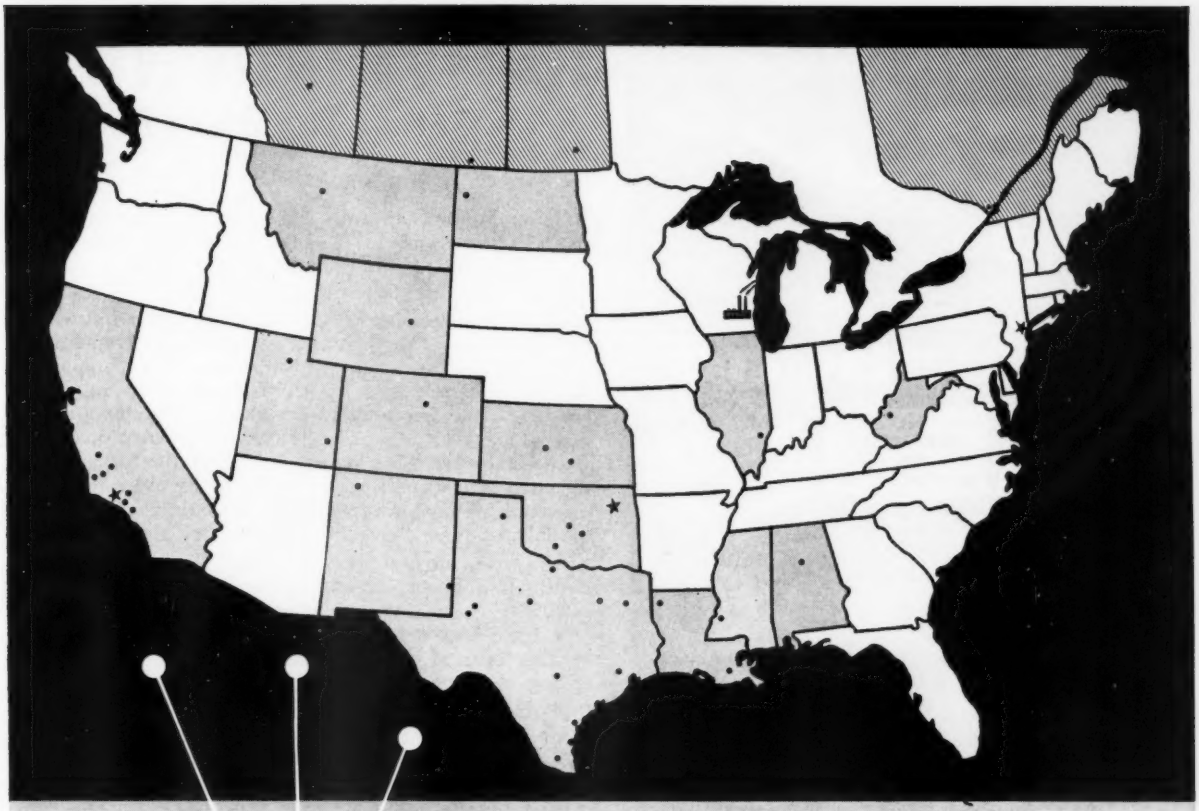
The Byers field service representative will be pleased to relate these test results to your corrosive applications. Write us for helpful literature on new 4-D Wrought Iron. A. M. Byers Company, Clark Building, Pittsburgh 22, Pennsylvania.

BYERS WROUGHT IRON

Comparative Analysis of 4-D Wrought Iron Corrosion Tests

Tests	4-D Wrought Iron	Standard Wrought Iron	Ferrous Substitutes
Severe industrial atmospheric continued exposure 17 years	Corrosion weight loss 540 grams/sq. ft.	Corrosion weight loss 655 grams/sq. ft.	Not included in test
Steam condensate return line	*At least 25% greater corrosion-resistance than standard Wrought Iron	No failures 10 years (still in service)	Complete failure after 2 years
Aerated salt water—5 weeks (Short term test—points indicate 4-D Wrought Iron curve flattening out at much lower rate of attack)	Corrosion weight loss 146 mg/sq. in.	Corrosion weight loss 170 mg/sq. in.	Corrosion wt. loss 226 mg/sq. in.
Brine piping	*At least 25% greater corrosion-resistance than standard Wrought Iron	No failures 23 years (still in service)	Complete failure after 7 years
Salt water, Gulf of Mexico ¼ inch plate —17 years	Corrosion weight loss 4 mills/years (minimum plate thickness now 5/16") Still in excellent condition	Not included in test	Corrosion weight loss 30 mills/years; plate badly pitted, perforated
Downspout	*At least 25% greater corrosion-resistance than standard Wrought Iron	No failures in 29 years (Still in service)	Complete failure after 18 years

*In this application no long term test data yet available on 4-D Wrought Iron. Results shown are derived from short term tests.



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NO VIBRATORS— NO DYNAMOTORS

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FIRST WITH TRANSISTORIZED POWER SUPPLY

Again Bendix is first to bring you transistorized power for ship-to-shore radio.

Model 42A Custom "Skipper" is now rated at 30 watts output, and is certified for use in commercial "for hire" vessels. The new power supply is responsible for this increase in power, as well as a 30% reduction in battery drain and forever eliminating costly service and maintenance of vibrators and dynamotors — simply because none are used.

Model 42A is TYPE ACCEPTED by the F.C.C. It covers 6 channels from 1600 to 5000 kc, plus broadcast and provides dependable communication under the most adverse conditions. Remote control channel switching and an electronic megaphone with a one-mile range are available as accessories.

COMING SOON

150-watt high power, heavy duty radio telephone with full remote control.

Bendix

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Bendix Aviation Corporation

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BUY THE BEST

BUY BENDIX DEPTH SOUNDERS, RADIO-PHONES, RADAR, DF, AUTO PILOTS, POWER STEERING

Geting Too Risky?

The State of California is preparing to lease five offshore blocks in July. It will be interesting to learn the response they get from their advertising for bids, scheduled to take place early this month.

It will be remembered that when the Miller Bill went into effect last fall, a number of large oil companies including the Cuss group of Continental Oil Company, Union Oil Company, Shell Oil Company and Superior Oil Company and the Gulf Oil Corporation announced plans for discontinuance of exploration work offshore from California. They stated that under the Miller Bill, which provides for a sliding scale of royalties for unproven as well as proven acreage, it would be impossible to make up the expense of numerous dry holes.

An experience of Monterey Oil Company on its Huntington Beach, California, lease, acquired in August, 1955, best illustrates their statements. This Montery lease was determined to be an extension of an existing oil and gas field and a bonus of almost $4.5 million was paid. The royalty was on a sliding scale from 1/6 up to 60 percent at 450 barrels per day.

On this supposedly proven parcel, eight dry holes were drilled at an expenditure of almost $7 million.

How much greater then is the risk on unproven acreage?

Risks taken with a chance to recover these dry hole costs are part of the free enterprise oil business, but when there is no chance to up for the dry holes with good discovery wells, then exploration incentive is dead. And oil capital goes elsewhere.

One of the main arguements given by the Miller Bill proponents was, that with a sliding scale royalty system, it would be possible for smaller oil companies to compete with the majors by bidding a higher royalty rate in place of a high cash bonus.

But it seems that the California State Lands Commission does not have the same idea. They have worked out the details of this first lease sale to include the following points:

1. Leases will go to the highest cash bonus bidder.

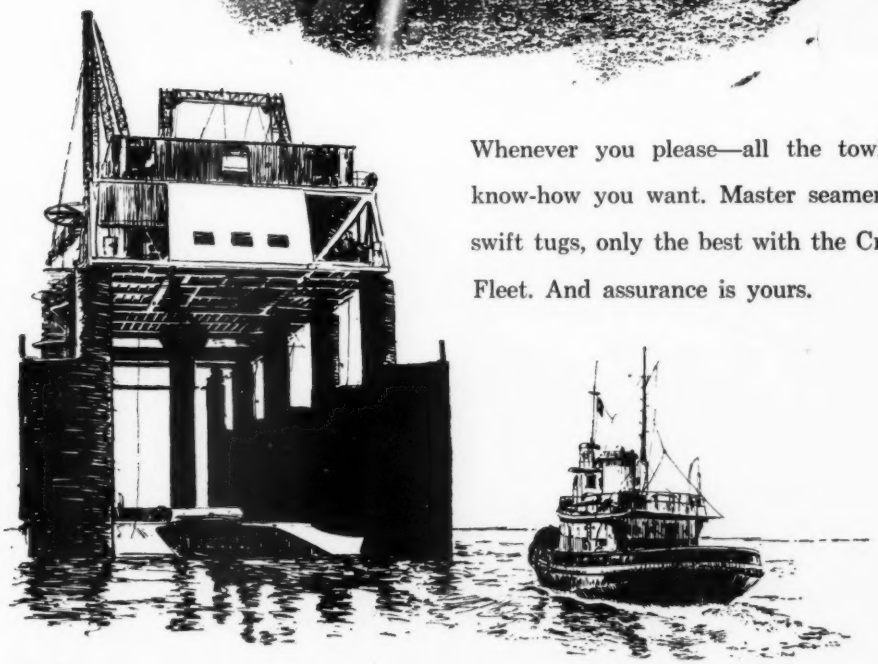
2. Sliding scale royalty base will prevail, ranging from 16⅔ percent for 100 barrel-a-day producers to 50 percent for wells yielding 500 barrels of oil daily. This, mind you, is for unproven acreage. The five leases are also checkerboarded so that if these leases are proven, the surrounding area can be leased as proven acreage at a still higher royalty rate.

A number of observers have stated that instead of giving the state a bigger share of the offshore oil income, this legislation will discourage drilling and tend to increase the imports from outside the state.

With exploration money tightening up due to the present necessity for economy, and every other offshore area in the U. S. having more attractive terms, (usually a fixed royalty scale at ⅛ royalty and a cash bonus) the State of California is not likely to get many bids for their new offshore leases.

The Editor

Shove off with safety . . .
Tow with Crescent



Whenever you please—all the towing know-how you want. Master seamen, strong swift tugs, only the best with the Crescent Fleet. And assurance is yours.

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What is SEA SERVICE?

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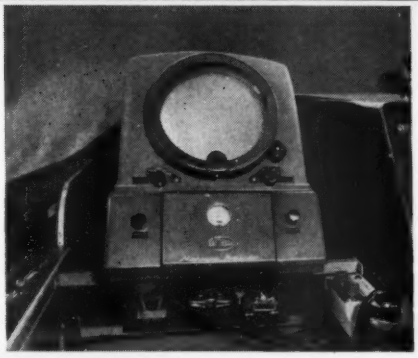
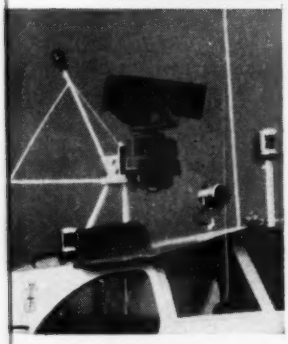
610 POYDRAS ST. **NEW ORLEANS 12, LA.**

This 51-ft. 24 m.p.h. Equitable crew boat built for Robin Rental, Inc., Harvey, La., is equipped with a Raytheon radar, radiotelephone and depth sounder for reliable navigation and safety.





Raytheon Model 1500 radar is compact, yet has a big 10" screen. Accurate, dependable, easy-to-use, it is indispensable in bad weather.

•

Rugged, lightweight radar antenna unit is easily and economically installed.

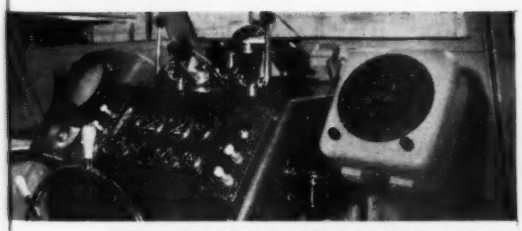
FAST NEW CREW BOAT FLEET FULLY RAYTHEON-EQUIPPED

Why this progressive boat builder specifies Raytheon radar, depth sounders, radiotelephones.

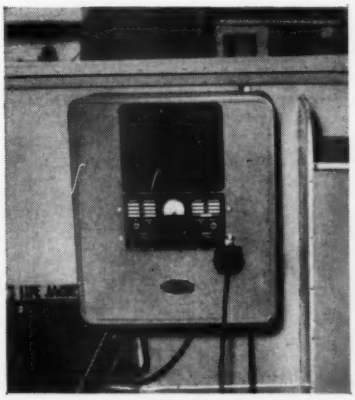
To meet the punishing demands of offshore operations, electronic equipment must be *dependable.* Raytheon marine products are backed by experienced marine electronic engineering, skilled construction, thorough testing. Result—marine electronic equipment of utmost *reliability!*

That's why Equitable crew boats are Raytheon-outfitted. Offshore service is steadily maintained, downtime is at a minimum, speedy operations are assured with electronic aids to navigation and safety that perform well and faithfully — Raytheon radar, depth sounders, radiotelephones.

If you are interested in truly dependable marine electronic equipment for offshore operation, see your Raytheon dealer.



Workmanlike pilot house includes Raytheon Model 1500 radar (left) and Model DE-116 Fathometer® depth sounder for safe piloting in shoal waters.



Powerful Raytheon Model RAY 80HF assures dependable communication under all conditions. Includes channels for 2000-3000 mile range.

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Excellence in Electronics

RAYTHEON MANUFACTURING COMPANY
Commercial Equipment Division
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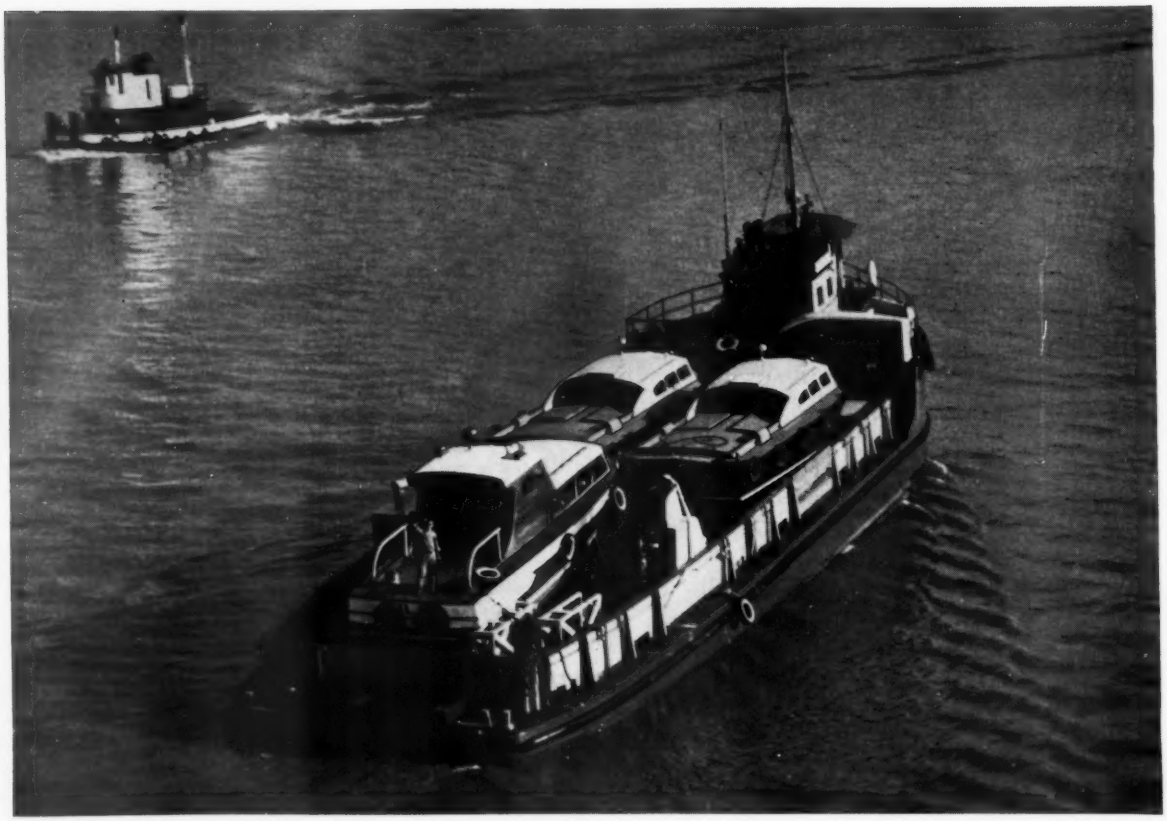
Power-Packaged...by George

FOR USE IN VENEZUELA



Outward bound for South American service . . . this ship and its entire cargo of brand-new oilfield crewboats is entirely powered by GM—the letters that spell "GREAT" and "MAGNIFICENT" in terms of marine performance. George Engine Company made this sale of General Motors diesel power to Tidewater Marine Service, Inc. of New Orleans and their Venezuelan operating subsidiary, Tidewater Marine Service, C.A. (which operates under the trade name of SEMARCA on Lake Maracaibo). Tidewater's fleet now numbers **45 GM diesel powered supply vessels, crewboats and tugs** . . . all designed and powered for top notch marine service.

DIESEL *power by*

George Engine

MARINE • OILFIELD • INDUSTRIAL

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GM GENERAL MOTORS DIESEL POWER

Special Report-Aluminum Goes Offshore:

Aluminum Work Boats

Low maintenance and increased payload, speed and fuel economy due to light weight, are gaining aluminum increased acceptance in the work boat field

ALUMINUM is rapidly finding a large and varied range of uses in the offshore petroleum field. Aluminum in oil field use has jumped from practically nothing before 1955 to 10 million pounds in 1957 and is expected to rise to 65 million pounds by 1960.

Three of the principal oil field applications of aluminum are offshore pipelines, offshore drilling and production platforms, and aluminum crew and work boats. Additional offshore uses of aluminum include: portable servicing masts; lease-tank decks; tank parts, such as rafters, vent lines, ladders, hatches, walkways, railings, and fittings; safety helmets; aluminum paint for all types of surfaces exposed to the sea and salt air; housing and equipment buildings on offshore platforms; drilling and production tools, such as bridging plugs, perforating guns, and packers; instruments and instrument air tubing; portable pipe, and all types of portable equipment where strength and light weight are important factors in design.

Although the world's first aluminum boat was built in 1894, aluminum boats did not gain acceptance until 1948 when the U. S. Navy built four aluminum torpedo boats, which are still in use.

In 1955 several all-welded aluminum crewboats were built for use servicing offshore rigs in the Gulf of Mexico.

The first all-aluminum welded towboat was constructed by Bryant Boats, Inc. of Bayou La Batre, Alabama, in March 1957, in cooperation with Kaiser Aluminum and Chemical Corporation, and Kennedy Marine Engine Company of Biloxi, Mississippi.

The number of marine operators using aluminum crewboats has steadily increased since 1955, and a large percentage of existing steel crewboats contain aluminum decks and superstructures.

British-built aluminum oil barges are becoming more common in specialized service. All-aluminum barges designed for Lake Maracaibo are being considered by at least one major oil company.

New developments in the aluminum industry have made frabrication of aluminum hulls, superstructures and other marine equipment very practical. Aluminum rolling mills produce larger plate and sheet than before, which reduces the amount of welding required. Efficient, economical welding techniques have now been perfected which insure the durability of fabricated aluminum work boats.

In terms of reducing operational costs, no future aluminum application is more promising than that of marine floating equipment. Aluminum for hulls, hull plates, superstructures, frame members, ladders, deck housing, hatch covers and fittings eliminates costly maintenance and corrosion. In addition it lowers weight—which means lower fuel costs, increased payloads and greater speed of movement.

Sewart Seacraft, Inc. of Berwick, Louisiana, has been a pioneer in the fabrication of aluminum crewboats such as the JUDY, pictured here. This 31-ft. sedan cruiser is powered by two 110-hp Detroit Diesels. It was built entirely of type 5156 aluminum supplied by the Aluminum Company of American. JUDY seats eight passengers, has a galley and dinette, plus sleeping quarters for three.

WORLD LEADER IN MARINE RADIO EQUIPMENT

New

High Performance RCA Radar

with dual pulse length...

for sharper pictures close in

and longer range far out!

A versatile new shipboard radar—the RCA Radiomarine CR-107—operates with equal efficiency as close in as 20 yards minimum, or far out to the 32-mile maximum!

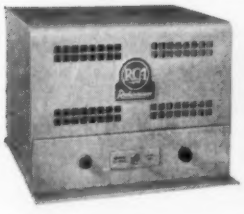
Here's performance-plus! Dual pulse length provides shorter pulses (1/10 microsecond) on 1, 2 and 4 mile ranges for sharper pictures and best minimum range to pick up low lying targets in river and harbor navigation . . . longer pulses (4/10 microseconds) at 12 and 32 miles for increased range, stronger targets when navigating at sea or making landfalls. Receiver bandwidth switched automatically with pulse width. Convenient 10-inch scope delivers easily readable, map-like display. Ideal for navigating, position-finding and anti-collision service.

Here's economy-plus! Space saving, lightweight design—unit contained in one binnacle-type cabinet. Requires less than 2 square feet of deck space. Peak power with lowest power drain. Built-in tune-test meter for quick maintenance checks. In performance, in price, insist on a look at RCA's CR-107 Shipboard Radar.

Let us send you free information on how RCA Radar can upgrade your operational efficiency and profits!

IMPORTANT OPERATING FEATURES: **DUAL RECEIVER BANDWIDTH • PREFERRED 3.2 CM SUPER HIGH-FREQUENCY BAND • 7 KW PEAK POWER • NO WAVEGUIDE REQUIRED • 1-2-4-12-32-MILE RANGES • CHOICE OF ANTENNA (OPTIONAL) FOR SPECIFIC APPLICATIONS • OPTIONAL 1.3 AND 1.9 DEGREE HORIZONTAL BEAM WIDTH**

SEE THESE *New* RCA "WORKHORSES" FOR THE WORKBOAT FLEET



RCA Rate-of-Swing Indicator (CRM-G1A)—new RCA "Swing-O-Meter" enables precision maneuvering of barge tows, lighters, carfloats, etc. Indicates rate-of-turn or swing of *any* vessel up to 0.5 degrees per second to port, starboard, or straight course.

GYRO/POWER SUPPLY • MAIN INDICATOR-CONTROL • AUXILIARY INDICATOR FOR RADAR MOUNTING

RCA Model ET-8060—new, versatile 20-channel radiotelephone. Designed for remote push-button channel selection. Frequency range 2 to 9 mc or 1.650 to 9 mc. FCC type accepted.

RADIO CORPORATION of AMERICA

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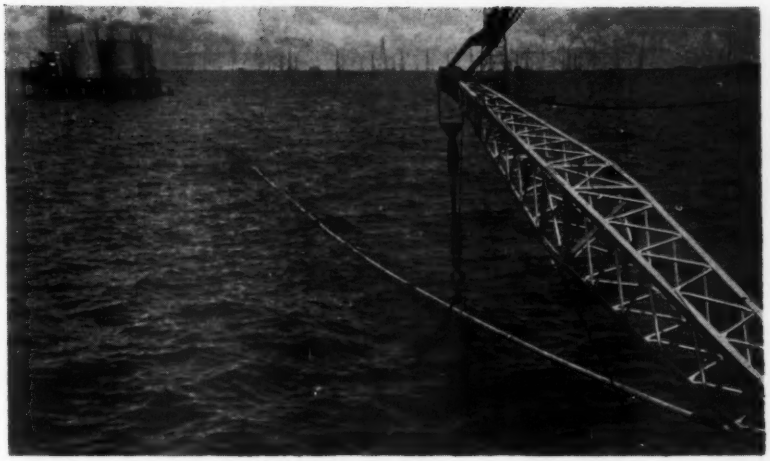


World's first permanent aluminum underwater oil pipeline is shown here being laid in Creole Petroleum Company's Bachaquero Field, Lake Maracaibo, Venezuela. This 1000 ft. pilot installation was laid in 1955, with schedule 40 aluminum pipe furnished by the Aluminum Company of America.

Recent advances allow economical . . .

Aluminum Pipelines

Development of the automatic welding machine has made it possible for aluminum pipe to be competitive with steel for many offshore lines

THE pipeline market has long been an intriguing subject to aluminum producers because of the potential volume. The advantages of aluminum pipeline are: 1) Lighter weight and lower handling cost; 2) lineups for welding are made faster; 3) need for pipe wrapping is eliminated; 4) need for pipe cleaning is eliminated where wrapping is required; 5) painting and other maintenance is eliminated in open installations; 6) pumping costs are reduced or flow rates increased because of lower coefficient of friction.

More than 50 miles of aluminum pipelines are now in service in the United States, and nearly twice that much has been installed or ordered for installation outside this country. One installation has been in service as long as 10 years, and many for five years and more.

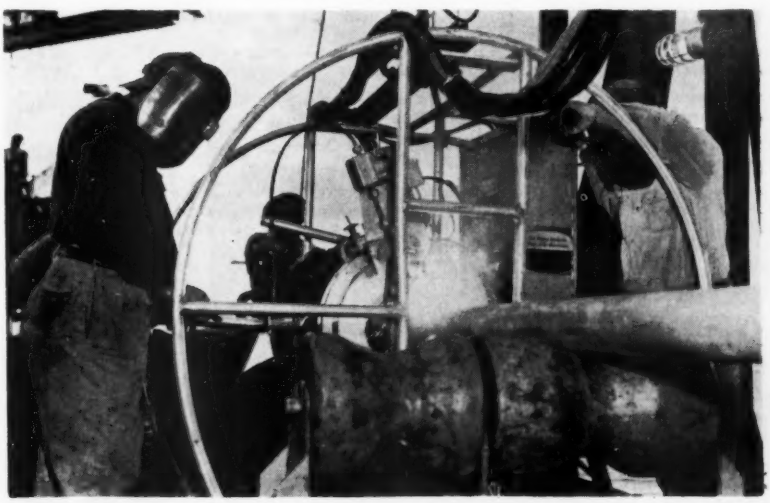
Automatic welding machine . . . One of the big drawbacks to aluminum pipelining has been a dependable, economical device for automatic welding under field conditions.

Late in 1957 such a device was perfected. An automatic welding machine was developed by Reynolds Metals Company and the Air Reduction Company. Welding engineers from the two companies made the first working model of the machine in 1954, then worked for another three years before giving the petroleum industry a fully operational machine for field use anywhere.

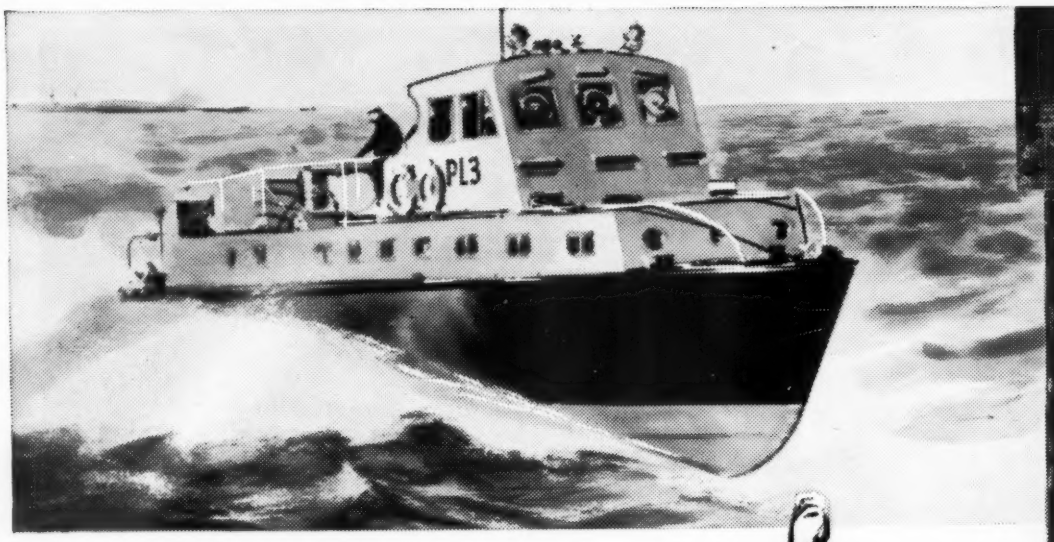
In its final field tests in 1957 near Corpus Christi, Texas, the latest model of the automatic device welded as much as 2880 ft. of 4-in. Schedule 40 (alloy 6061 T6) pipe in a four hour period, with no supplemental hand welding required at any point. This was an average of 18 satisfactory welds every hour.

One of the major land tests of aluminum pipe and the new welding machine was a 6-in., 42-mile crude oil line from Tibu field to Rio de Oro in Colombia, South America, for Columbian Petroleum Com-

(continued on page 21)

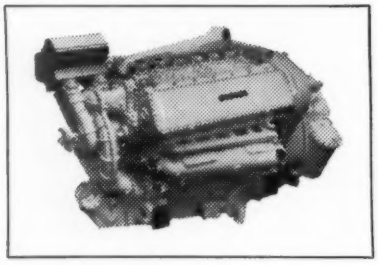


A big drawback to aluminum pipelining has been a dependable, economical device for automatic welding under field conditions. This machine which adequately fills these requirements was developed last year by Reynolds Metals Company and the Air Reduction Company.

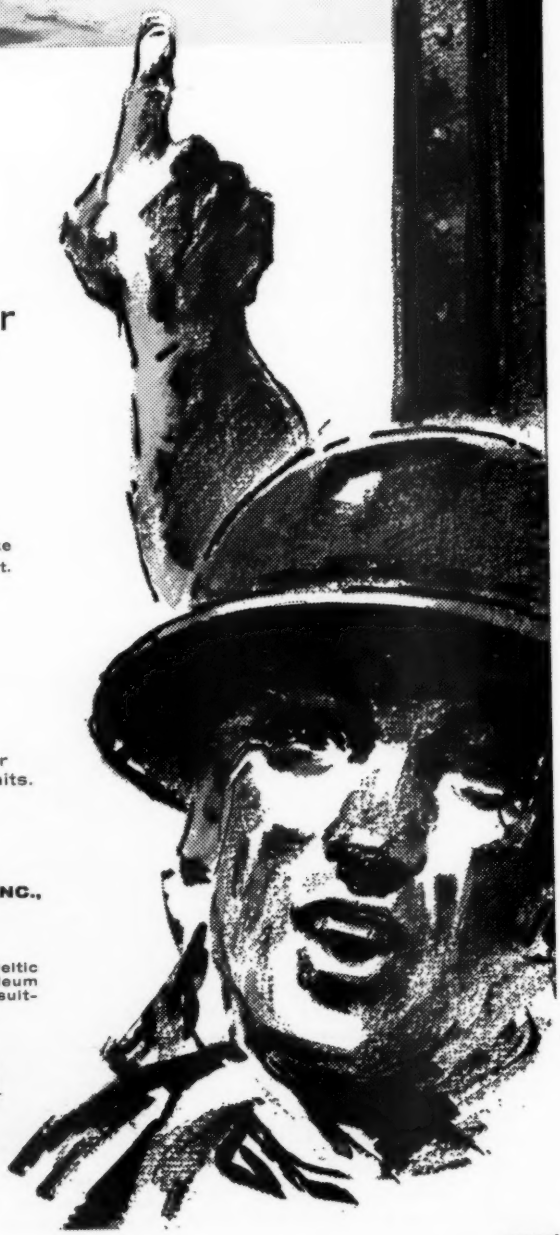


'RIGHT ON SCHEDULE!'

—with **NAPIER DELTIC** power



Napier Deltic 18-cyl. opposed piston, 2-stroke diesel marine power unit.



Deltics—Napier-engineered, high speed diesels—reduce shore-to-rig crew transportation times by 50% and more.

Deltics pack a bigger punch into a smaller space than any other marine engine—they are 25% the size of conventional diesel units.

Deltics can cruise a 50-passenger launch at 35 m.p.h. with a comfortable reserve of power in hand.

For fast, reliable, low-maintenance marine transportation, Deltics—9 or 18 cylinders—can be integrated into your design calculations. For more information contact **NAPIER ENGINES INC.**, 909 Dupont Circle Building, Washington 6, D.C. Telephone : North 7-0146.

The boat illustrated is one of the fleet of Thornycroft-built, twin Deltic powered, 50-passenger crew launches operated by the Shell Petroleum Company on Lake Maracaibo. Plans of Deltic powered crew boats suitable for Gulf operation are available.

NAPIER **Deltic** *marine diesel*

FOR THE MOST POWER IN THE LEAST SPACE

D. NAPIER & SON LIMITED · LONDON W.3 · ENGLAND

Partners in Progress with The ENGLISH ELECTRIC Company Ltd.

Aluminum Pipelines . . .

(continued from page 19)

pany a jointly-owned subsidiary of Socony Mobil Oil Company and the Texas Company. Reynolds Metals Company, furnished the pipe for the line completed in the spring of 1957.

John Bower, vice president of Colombian Petroleum, credited the availability of aluminum pipe and the greater ease in handling and welding of aluminum pipe, with enabling his company to get this 42-mile line into operation a full year head of the estimated time it would have taken to lay steel pipe.

Underwater flow lines . . . In November 1957 the world's first aluminum underwater flow line system for regular operational use was laid in Lake Maracaibo, Venezuela, with the aid of the new Reynolds-Airco automatic welding machine.

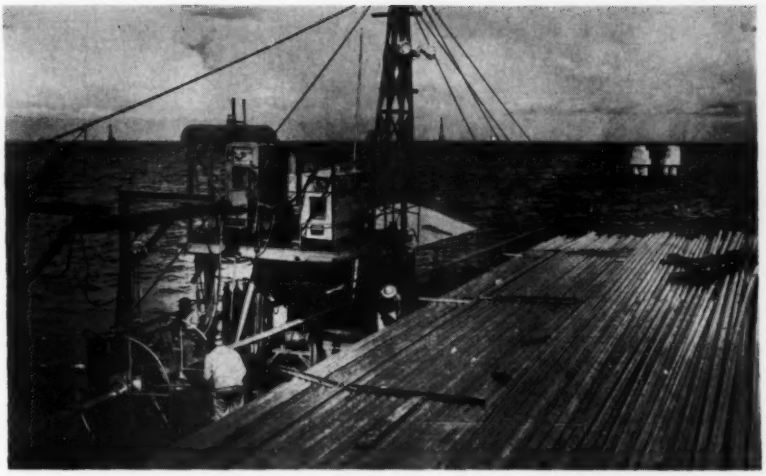
An 18-mile system of 4-in. Schedule 40 pipe was installed for Creole Petroleum Corporation, and more than four miles of 8.625-in. Schedule 40 aluminum pipe will be added within a few months. This is the largest aluminum system ever to be used for flow lines.

The same machine is now completing a second job for Superior Oil Company of Venezuela.

Superior is installing an initial system of 8,000 ft. of five-inch Schedule 40 Reynolds aluminum pipe during the first half of 1958.

Installation procedure . . . The flow line system for Creole, largest producer in Venezuela, was held off La Gunillias and Tia Juana in water ranging from 70 to 100 feet in depth.

Forty-foot sections of the 4-in. pipe were double-jointed at the company's yards at La Salinas. This land operation with the Reynolds-Airco automatic welding machine reduced the location welding job on the barge by about half.



Eighty foot sections of 4-in. schedule 40 Reynolds aluminum pipe were laid at the rate of 960 lineal feet of line per hour during the installation of 18-mile system of flow lines off La Gunillias and Tia Juana in Lake Maracaibo, Venezuela, by Creole Petroleum Company.

The 80-foot sections of pipe then were loaded aboard a barge which was towed to location. The first operation was to weld the header, consisting of Schedule 80 pipe and elbow. The Schedule 80 header extended from the floor of the lake to a point approximately 20 feet above water level. Schedule 40 pipe was then welded (by consumable-arc inert-gas method) to the elbow on the vertical riser.

This starter-unit then was floated out and Schedule 40 pipe with weights attached was welded for about 200 feet. Then the riser was set at the platform or well location, and the continuous laying operation was begun.

The barge with automatic welding machine was able to lay about 960 lineal feet of line per hour.

Reynolds engineers directed the initial phases of welding operation and trained Creole employees in the use of the machine. Creole engineers and workers then were able to complete the job, with occasional consultative assistance from the Reynolds staff.

The five-inch underwater flow line installation for Superior Oil Company of Venezuela was scheduled to begin in April of this year. The installation will be made by J. Ray McDermott & Co. of New Orleans.

Superior's aluminum flow lines will connect with aluminum jacket drilling platforms. The world's first

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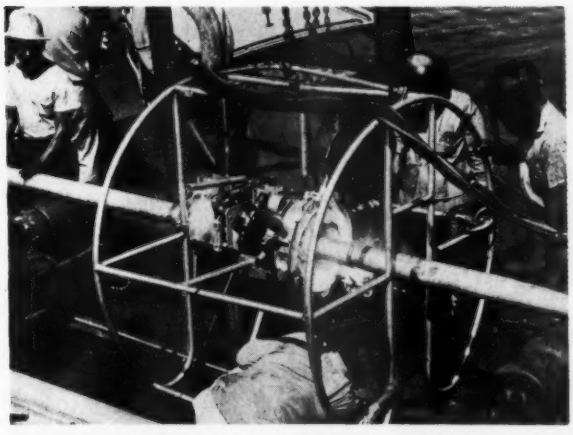
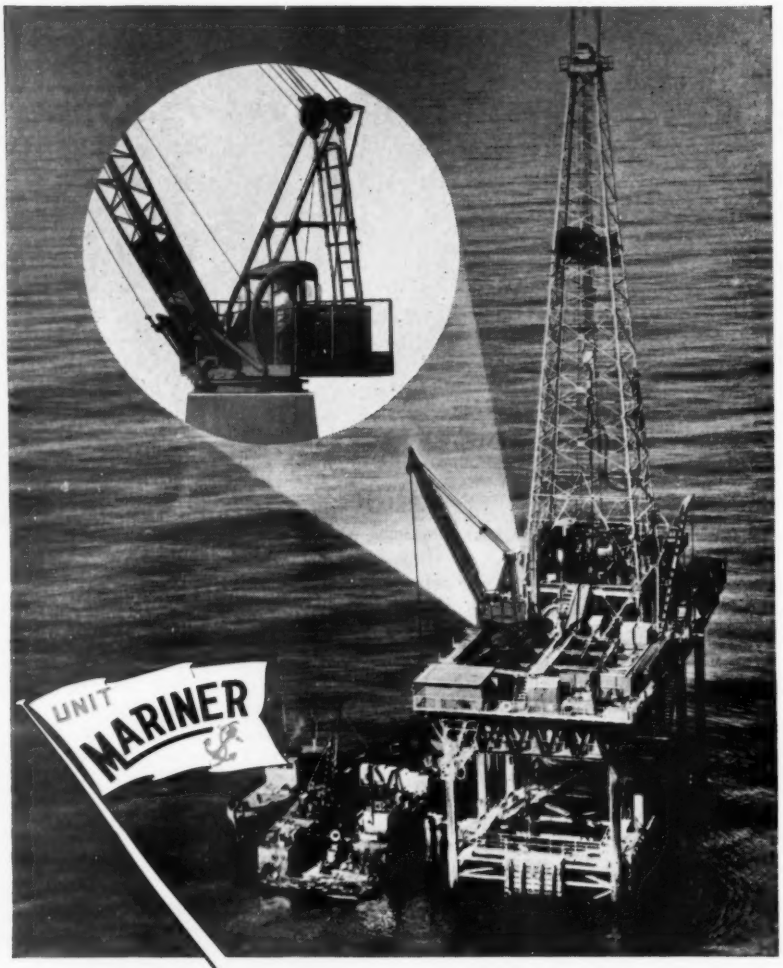


Automatic welding machine welds by consumable-arc inert-gas method. Reynolds engineers directed initial phase of operation and trained Creole employees who them completed the job.

The 18-mile system of oil flow lines was laid in water ranging from 70 to 100 feet in depth. Riser was set at the platform and the continuous laying operation begun.



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Aluminum Platforms . . .

(continued from preceding page)

such aluminum platform was erected for Superior.

With this system a reality and another soon to be installed, aluminum flow lines appear to be an important element in petroleum industry expansion plans in the Venezuelan Lake.

Aluminum—Steel costs . . . Economically speaking aluminum pipe can be welded more rapidly than steel pipe, but wire and gas are more costly for the aluminum operation. Over-all welding costs of each type of pipe are, therefore, very nearly the same.

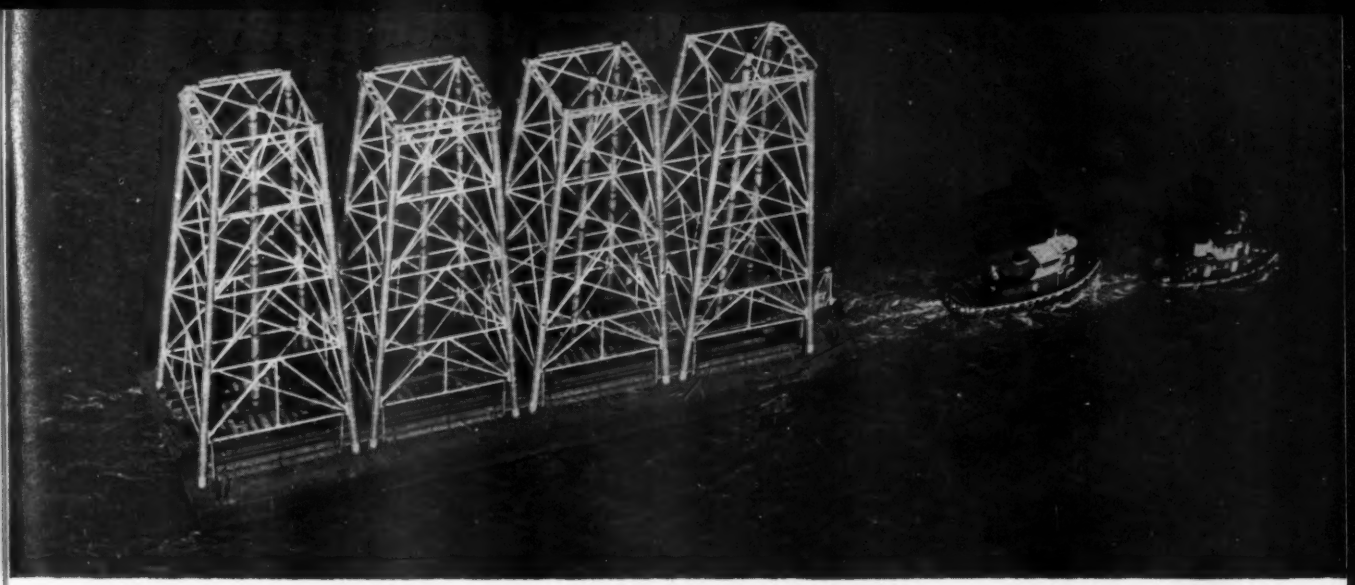
In terms of overall cost to provide equivalent working pressures, extruded aluminum pipe costs about twice as much as steel. Obviously, some of the properties of aluminum must be worth this additional costs if it is to be specified.

In the majority of instances steel will be more economical. But there are many cases in which special factors—such as installation difficulties or corrosion problems—can make aluminum more economical and satisfactory.

Aluminum flow lines are an economically sound application in Lake Maracaibo or in any water where steel pipe must be protected by wrapping and coating. The aluminum lines can be installed bare at approximately the same cost as wrapped and coated steel pipe.

Length of service . . . Tests indicate a minimum service life of 40 years for aluminum pipe in Lake Maracaibo, and under reasonably favorable conditions aluminum installations should last up to 75 years.

Aluminum flow lines and other pipeline applications are expected to grow in importance in offshore oil installations, particularly where there are special corrosion or installation problems. No aluminum flow lines are in operational use in regular sea water installations at the present time, although there are some 4-in. Schedule 40 Alcoa aluminum gas lines that have given excellent service in Matagorda Bay, Texas for the last eight years. This line and other test lines have shown that appropriate alloys of aluminum resist salt water corrosion very well.



World's first four aluminum templates are shown on their way to Lake Maracaibo, Venezuela. Features of aluminum platform templates include corrosion resistance, and ease of installation and salvage. Minimum service of 40 years is expected in brackish Marcaibo waters.

Special corrosion problems lead to . . .

Aluminum Drilling Platforms

Minute marine termites combined with oxygen-rich salt water created a need for platforms that would resist corrosion without being coated

LAKE MARACAIBO, Venezuela, besides having particularly corrosive waters is also infested with marine termites called teredos. These minute marine organisms bore through most types of protective coatings for steel pipe. This allows the brackish, oxygen-rich waters of the lake to act on the steel piles or pipelines.

Also problems of shipment, handling, and installation become more acute in a foreign operation. The light weight of aluminum reduces these difficulties.

With these facts in mind, J. Ray McDermott & Company in connection with Bayou Boeuf Fabricators, Inc., fabricated and installed four aluminum drilling platform templates in Lake Maracaibo. One of the new platforms went to Superior Oil Company, two went to Signal Exploration Company, and one was installed for Venezuelan Sun Oil Company. These first four platforms were installed in September, 1957. Platforms ranged in height from 111 ft. to 121 ft.

Platform installation . . . Platforms were towed upright on one barge to Maracaibo and installed in three to five days each. This is a substantial saving in time over concrete-pile-supported platforms which have largely been used in this area. Such structures typically require an installation period of about 25 days.

Each single-well template, weighing about 40 tons, consists of four 34-in. diameter legs and a center conductor guide of the same size. Ten-inch and twelve-inch standard aluminum pipe forms the lateral bracing of the template.

Steel piling is driven inside the four aluminum legs to provide vertical support. Steel conductor pipe is driven inside the aluminum conductor guide. The aluminum template provides accurate, stable means to hold piling while driving, takes lateral loads, and—most important—keeps the corrosive waters of Lake Maracaibo from reaching any steel part.

Alloys used . . . All components of the first six structures were fabricated from Reynolds Metals Company aluminum alloy 6061-T6. In subsequent platforms, however, 6063-T6 alloy has been used for the extruded members because of its lower cost and similar corrosion-resistant characteristics.

Reynolds is now experimenting with the high magnesium alloys of aluminum—5154, 5086, and 5083—which have given the best results in sea water, where the salinity runs considerably above that of Lake Maracaibo. These alloys have excellent corrosion resistance, but present special problems in extrusion which result in higher costs.

Platform design . . . In designing the offshore drilling structures, engineering considerations of special interest were involved.

The first was that of compensating for loss of strength in the weld area. This was achieved by designing extruded saddles for each joint. The saddles, of the same alloy as the lateral bracing, were used throughout the structure to improve joint efficiency, increasing the amount of weld cross section per joint.

All welding on the platform templates was done by semi-automatic, inert-gas, metal-arc process, using alloy 4043 filler wire. The fabricator made excellent use of the new torch-cutting process for aluminum. This method made possible the intricate fittings at all joints with a minimum of effort and the employing of techniques similar to those used with steel and familiar to the fabricator's personnel. Previously, mechanical cutting or routing would have been required.

To prevent any possibility of bimetallic corrosion resulting from the use of steel piling inside the alumi-

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call REAGAN for

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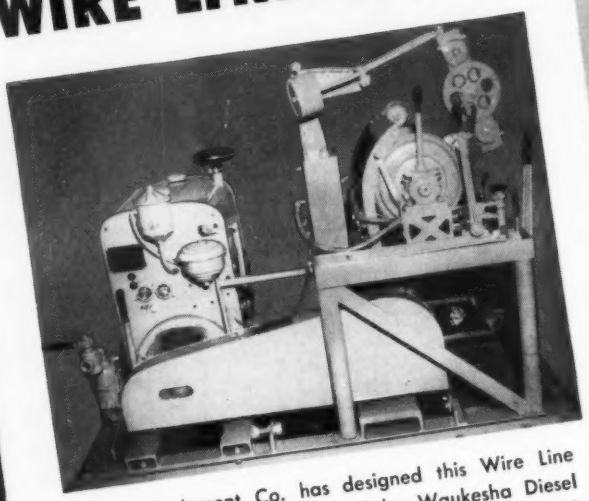

Reagan Equipment Co. has designed this Wire Line Unit for offshore use. Powered by Waukesha Diesel or Gas Engines with four-speed transmission, 12,000 feet of 0.82 line and Mathey hydraulic wheel with clutch and brake. Halliburton counter and all controls are mounted at the working end.

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Aluminum Pipelines . . .

(continued from preceding page)

num legs, contact between the two metals was prevented by the use of insulating guides and of rubber gaskets designed for the tops and bottoms of the frame legs. To transfer loading from the steel piles to the aluminum legs, the annulus was filled with a special grout.

Field tests proved the insulation to be completely effective.

In addition to corrosion resistance and speed of installation, the aluminum drilling platforms are proving particularly strong because of the horizontal bracing provided. Due to the stability of the platform, reports from drillers on the aluminum platforms indicate that virtually no breakage of drill bits has occured.

Salvage feature . . . When a dry hole is encountered or production becomes uneconomical in a given location, the steel conductor pipe and the steel piling inside the four legs can be shot off. The platform then can be moved and installed at another location. This operation can be carried out for less than half the cost of a new aluminum platform.

Aluminum—Steel costs . . . Installed in Lake Maracaibo, most aluminum-template single-well platforms cost from $170,000 to $200,000. In the lake's deepest waters the maximum cost would not be more than $230,000. Corrosion tests show that a minimum service life of 40 years can be expected of the aluminum platforms, and under reasonably favorable conditions the structure should give service for up to 70 years.

An aluminum platform's initial cost, then, is estimated at about $15,000 to $25,000 more than steel platforms which have not been given cathodic protection. When all the special anti-corrosion measures have been taken for a steel platform, its initial cost is quite close to that of the aluminum structure.

Storage tanks . . . Other important uses are predicted for aluminum underwater structures in Lake Maracaibo this year. An offshore tank farm comprising four or more massive tanks sitting atop aluminum structures, with an over-all storage capacity of about one million barrels, is a possible application which is under study by one Venezuelan operator.

Aluminum structures are also under study for the Gulf of Paria in Venezuela, where corrosion problems exist similar to those of Lake Maracaibo.

Offshore Exploration Vessel Takes 4 From Sinking Boat

Four men aboard a sinking offshore exploration boat have been saved from drowning by another vessel under lease to the Offshore Exploration Group, Houston.

The Three Brothers, 80-ft. vessel owned by Louis J. Deshotel, Jr., Galveston, and valued at $125,000, was lost. Her crew was picked up by the 105-ft. **Miss Freeport** which rushed to the scene at night and stood by until it had been ascertained that the stricken vessel could not be saved.

First sign of trouble reached the Coast Guard when **The Three Brothers** radioed that it was sinking into the Gulf of Mexico at a site about 120 miles southeast of Port Isabel.

While a Coast Guard cutter was rushing toward the location, **Miss Freeport** arrived on the scene to make the rescue. She is owned by Capt. Raymond Muchowich of Freeport and captained by Allan P. Rutgers.

Rescued were Capt. L. J. Sumarall of Gulfport, Miss.; Lucas Costalich, engineer, Gulfport; Roger E. Busby, deckhand, Gulfport; and Gerald Stanisbury, cook, Port Arthur, Tex.

The Three Brothers had been under lease to General Services, Inc. of Dallas and was working out of a Mexican port at the time of its accident.

Boat Operators Must File For Inspection By June 1

"Rules and Regulations for Small Passenger Vessels" signed October 1 by Rear Admiral James A. Hirshfield, Acting Commandant of the Coast Guard, will become effective June 1, 1958.

Practically any small vessel which carries more than six passengers for hire and is: propelled by steam, mechanical or electrical means and of 15 gross tons or less, or those not more than 65 ft. in length and from 15 to 100 gross tons; sailing vessels of 700 gross tons or less; or barges of 100 gross tons or less, will come under the scope of the new act, Public Law 519.

The passenger carrying vessel must also be operating on navigable waters of the United States or the high seas. Foreign vessels, except public vessels, departing a U. S. port will also be subject to the new law unless they hold a valid certificate of inspection issued under the Convention for the Safety of Life at Sea, 1948, or a certificate issued by the Dominion of Canada.

Vessel inspection . . . For those existing vessels which are and will

(continued on page 27)

Japan Secures Saudi Rights With Bonus of $1.5 Million

Japan has cinched the Saudi half of the Persian Gulf Neutral zone with a bonus payment of $1.5 million.

Approval of the move by the Japanese government followed four months of delay. The Japanese ministry held up payment as long as possible for fear Japan might not secure the very important Kuwait share of the offshore zone.

On Lake Maracaibo's eastern shores an $84 million terminal will be built to handle crude from a mammoth new pipeline.

Cia. Shell de Venezuela plans to construct two piers at Terminal del Norte with seven loading areas having a combined capacity of a half-million barrels per day. Also available for storage will be 23 tanks with a capacity of 170,000 barrels each.

Offshore, as well as onshore production, will be brought to the terminal by a heated 70-mile-long pipe line capable of handling 440,000 barrels of crude daily.

A revolutionary new concept in production equipment was introduced recently by the Oil Center Tool Company. It is the new O-C-T Unitree. This new compact and efficient 30,000 psi Christmas tree replaces former units three times its size. Executives of Oil Center Tool Company who played key roles in the engineering and development of the Unitree are, from the left: Ross Spencer, sales manager; Jim Witovec, vice president; Al Wolff, president, and J. M. Lebeaux, manager of research and development.

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News . . .

(continued from page 25)

be carrying passengers prior to June 1, 1958, the local Marine Inspection offices will accept alternate or equivalent measures which will bring the vessel up to the established safety standards. New construction and vessels contracted for passenger carrying service after June 1, 1958, will have to meet all the minimum safety standards.

The owner, operator, or agent for vessels subject to this act must submit a completed "Application for Inspection" before June 1, 1958. The Officer in Charge of the Marine Inspection Office receiving the application will notify the owner when the inspection is to be made. This notification will normally authorize the boat to be operated on or after June 1, 1958, until the inspection is made.

The initial inspection of the vessel is to determine if any unsafe conditions exist. A reasonable length of time will be allowed to correct minor deficiencies. Major deficiencies may require the boat to secure operations until they are corrected. Most boats found safe and seaworthy will be issued certficates valid for three years.

Some of the conditions described on the certificate are: areas of operation; maximum number of passengers allowed; minimum number of crew; and lifesaving and fire fighting equipment required. The certificate must be carried on board the vessel.

Boat operator's license . . . Those persons who are now operating vessels subject to the new law and who hold a "Motorboat Operator's License" dated before June 1, 1958, will have one year to obtain a new license. Those with licenses expiring before June 1, 1959, will have to obtain a new license prior to the expiration of the old one.

Two types of licenses are available, "ocean operator's license" and "operator's license". The ocean operator's license is required for those operating vessels offshore in the Atlantic, Pacific, or Gulf areas. Vessels operated in the Great Lakes and waters within the coastline of the U. S. require the operator's license. The license is valid for five years. It describes the type of vessel that may be operated and the area of operation. Other restrictions may also be included.

Offshore operators . . . In general those persons holding a valid license as master, mate, or pilot of ocean and coastwise inspected vessels, motor yachts, vessels operated under special conditions, or vessels operated in connection with offshore mineral and oil industries will be authorized to serve within the limitations on their licenses as an "ocean operator" on vessels subject to the new law.

A license as master or pilot on inspected vessels operating on waters other than ocean or coastwise waters or yachts on the Great Lakes, rivers, sounds, etc., will authorize the holder to serve within the limitations on their licenses as an "operator" on vessels subject to the new law and in similar areas.

Those persons who are serving as operators on vessels subject to the new law and who do not have a

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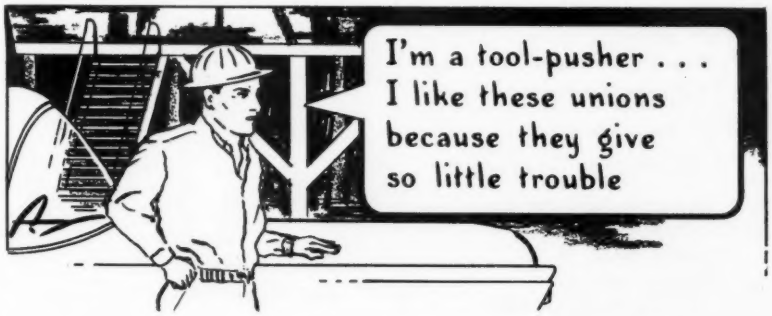

FIGURE 300
O-Ring seal, ¼" through 12", to 10,000 psi working pressure.

FIGURE 303
Mis-aligning; O-Ring seal, 1" through 6", to 5000 psi working pressure.

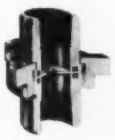

FIGURE 400
Choke union; O-Ring seal, ½" through 4", to 3000 psi working pressure.

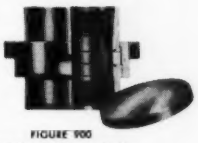

FIGURE 900
Line blind; O-Ring seal, 1" through 12", 2000 psi working pressure.

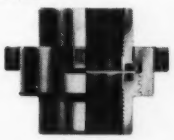

FIGURE 110
Insulated; O-Ring seal, ⅛" through 6", to 3000 psi working pressure.

FIGURE 800
Heavy duty, metal-to-metal seal, ¼" through 8", to 10,000 psi working pressure.

FIGURE 800-R
Heavy duty, O-Ring and metal-to-metal seal, 1¼" through 12", to 10,000 psi working pressure.

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license should submit their application as soon as possible. Coast Guard Form (CG-866), License Application must be completed and forwarded to the nearest Marine Inspection Office.

All owners, operators, and agents of vessels subject to the new law are urged to familiarize themselves with the new rules. Marine Inspection Offices and District Commanders will give all possible assistance on request.

Copies of the regulations as printed in Part II of the Federal Register dated October 5, 1957, may be purchased from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., for 15 cents a copy.

California

New California Offshore Lease Sale To Be Held Soon

Drilling in the California tidelands can resume at last following the approval of five lease blocks by the State Lands Commission.

All of the blocks are located off Santa Barbara and take in 3840 acres each. They are arranged in an exact alternating system with four mile gaps between.

A cash bonus will determine the winner and a royalty basis will prevail ranging from 16⅔ per cent for 100 barrel-a-day producers to 50 per cent for wells yielding 500 barrels of oil daily.

Advertising of the bids was scheduled to take place early this month with opening of bids set for July.

Paving the way for the new lease offering was a lease form circulated among operators on the West Coast and then presented to the State Lands Commission.

Steel Offshore Platform To Spud 1st Test by July

First steel offshore platform for California is expected to spud its initial test by July 1.

Drill site is in 100 feet of water on a 5500-acre Summerland lease held jointly by Humble Oil & Refining Co. and Standard Oil Co. of California.

Drilling operations will be conducted with the first steel platform to explore for oil in California's tidelands. The $2 million structure is now under construction by National Steel and Shipbuilding Co. of San Diego and is scheduled for completion by May.

It will be fitted with a 140-ft. National 80 rig built by Lee C. Moore Corporation and capable of drilling two wells simultaneously.

The Summerland concession, which lies off Santa Barbara County, was won by Standard and Humble with a bonus bid of $7.2 million. It is the only wildcat acreage leased by California under the Shell-Cunningham Act.

Long Term Contract Signed By San Jacinto And Douglas Oil

A long term agreement whereby San Jacinto Petroleum Corporation will provide Douglas Oil Company of California with 2 million barrels of crude oil the first year has been finaled by the two companies.

San Jacinto has substantial production in the Gulf Coast area of Texas and Louisiana, the Gulf of Mexico, the Middle East and Venezuela.

Gulf of Paria

Second German Built Barge To Join Paria Gulf Oil Hunt

A new submersible drilling barge is being towed from Germany across the Atlantic to drill in the Gulf of Paria.

Similar in design to the Adma Enterprise, Arabian American Oil Company's large Persian Gulf rig, the new barge is the second to be built in Germany.

Trinidad Northern Areas, Ltd., which consists of British Petroleum Company, Trinidad Shell, and Texaco Trinidad, Inc., will use the mobile unit to further develop its acreage on the Trinidad side of the Gulf.

A pioneer in the area, Trinidad Northern is among the few operators able to point to any production. The group has three wells producing 2000 barrels daily from the Miocene zone between 4000 and 5000 feet.

Capturing its share of the spotlight in Trinidad waters is the technique of drilling from a floating vessel.

A barge similar to those now used in core drilling off the West Coast has been conducting an offshore test named the Couva Marine 1 about 4½ miles off the Trinidad

shore line. Equipment includes a National 55-A rig which can drill to 8000 feet.

Operator is Dominion Oil Company, Ltd., a subsidiary of Standard Oil Company of California.

On the Venezuelan side of the Gulf, Paria Operations, Inc., has spudded a second test well some four miles northwest of the first wildcat.

At last report the group's first well had been drilled to 11,040 feet, but the operator would release no facts on its tests of the Posa 112-1. Indications were that promising oil shows had been encountered, however.

Drilling is from a permanent platform in 80 feet of water with a Loffland Brothers tender servicing the operation.

Paria Operations consists of Richfield Oil Corporation, The Texas Company, Ohio Oil Company, Continental Oil Company, and Cities Service Oil Company.

The Group paid the Venezuelan government $102 million for concession rights in the Gulf of Paria.

Louisiana

Conoco Branch Experiments With Shipments of Methane

Gulf Coast fields may soon be called upon to supply the raw materials for a promising new phase of the petroleum industry.

Constock Liquefied Methane Corporation, an affiliate of Continental Oil Company, is making plans for shipping vast quantities of liquid methane to petroleum starved countries of Europe.

Application has been made to the Department of the Army for a permit to construct loading facilities on the Calcasieu River south of Lake Charles, La.

For transporting the liquid methane to England, Japan, or other prospective foreign customers, Constock is building an especially insulated experimental tanker. Insulation on the storage ship and on a storage barge which the company owns is of balsa wood and special metals.

Due to its temperature of —260 degrees and its boiling point at atmospheric pressure, liquid methane will boil off unless special care in insulating is practiced.

Inasmuch as gas liquefies at the ratio of 600-1, shipping liquid methane to foreign nations becomes economically feasible.

When the tanker is completed later this year, Constock will carry it on several trial voyages to determine the degree of sloshing and other important factors.

Insulation will be so perfect that only about one third of one percent of the methane will revert to a gas in a day, and this will be used to fuel the ship's engines.

Transcontinental Will Lay 16-Inch Line off Louisiana

A 16-inch pipe line will be laid by Transcontinental Gas Pipe Line Corporation, Houston, in the Gulf of Mexico off the coast of Cameron Parish, La.

The line which begins at an onshore site will extend into the Gulf about ten miles to gather gas from existing wells in the area.

Lines will be laid from an existing platform in Block 40 of the West Cameron area to a point in Block 61 of the West Cameron area. From there it will extend into Block 110 of the West Cameron area to connect with another platform.

A 4000-ft. section will be laid in 50 ft. or more of water, and the remainder will be buried three feet beneath the sea bottom.

Plans for the most extensive series of offshore gathering lines yet laid are part of a two-year program formulated by Transcontinental Gas Pipe Line Corporation, Houston.

In mid-April the Federal Power Commission resumed hearings on a $165 million budget set up by Transcontinental for the next two years.

Offshore phase consists of four networks of lines that will gather gas from ten or more fields. Laid end to end the four networks will comprise a total of 147 miles of undersea lines. Pipe ranges in diameter from 10.75 to 16 inches.

Transcontinental, which made its first gas deliveries in 1950 is one of the fastest growing pipeline firms operating in the Gulf of Mexico.

Already owning rights to the gas reserves of some of the largest offshore fields, the company will be in a position to obtain others once its proposed lines are completed.

Judging from the application Transcontinental has filed with FPC, first year deliveries from its new reserves will reach at least 125 million cubic feet of gas daily.

Continental Asks Permit To Revise Grand Isle Lease

Continental Oil Company plans to revise its huge lease in the Grand Isle area off Louisiana.

The area, which is irregular in shape, measures about 57,674 feet in length by 44,274 feet in width.

(continued on next page)

First marine radio dial telephone to be used in the Gulf of Mexico enables Shell Oil Company's drilling foreman aboard Rig 10 to talk to a land based supply firm 40 miles away. Installed aboard the Shell platform in West Cameron Block 192 by Cameron Telephone Company, the new device eliminates the maritime operator, giving personnel around-the-clock contact with shore.

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News . . .

(continued from preceding page)

Within its boundaries lie blocks 38, 39, 40, 41, 46, 47, 48, 49, 51, 52, and the western half of Block 53.

In Block 47 Conoco has already completed four triple oil wells this year.

A permit for revising the existing blanket area has been filed with the Department of the Army.

Wells Will Get Gas Injection To Bring Back Oil Production

Two offshore wells that were shut in when salt water displaced the oil will be injected with flare gas to bring back production.

Humble Oil and Refining Company plans to use the gas injection technique on wells No. 6-A and No. 9-A, both in the Grand Isle Block 18 field off Louisiana. In both cases the water moved upward during production, eventually displacing oil.

The company believes it can recover up to 145,000 barrels of crude pushed upstructure in the wells by water drive.

This will necessitate injecting some 262.7 million cubic feet of gas into the wells, but it will enable Humble to recover the remaining oil in the structure without drilling additional wells.

New Mobile Drill Platform Goes To Work For CATC

Reading and Bates Offshore Drilling Company's new drilling barge, the C. E. Thornton, has gone to work for the CATC Group in Block 115 of East Cameron area.

The LeTourneau built barge cost Reading and Bates $3 million and will drill in waters up to 90 feet deep.

TGT Has Plans for 14-Mile Pipe Line in Vermilion Area

Tennessee Gas Transmission Company has filed application with the Federal Power Commission for a permit to construct 14 miles of 16-inch line in the Vermilion area off Louisiana.

Overall length of the line which will transport natural gas from offshore wells is 21 miles with 14 miles to be built in open waters of the Gulf of Mexico.

Beginning onshore at a point where Tennessee Gas' Pecan Island and Grand Cheniere gathering lines terminate, the line will extend out to Magnolia Continental-Newmont Block 46.

Deepwater Asks $2.1 Million In Suit Over Sunken Barge

Deepwater Exploration Company of Houston has filed suit in U. S. District Court in New Orleans asking $2.1 million dollars for its offshore barge which sunk off Louisiana last summer.

Defendants in the case concerning Deepwater No. 2 which sank at its first offshore location near Timbalier Island, are 14 British insurance companies and 42 syndicates.

The mobile unit tilted when the ocean floor apparently cratered, and it then sank in 35 foot of water. Three crewmen were injured and 20 others were removed before it sank.

Texas

Stockholders of Seaboard Consider Proposed Merger

A special stockholders meeting will probably be held sometime this month to consider merging Seaboard Oil Company with The Texas Company.

According to terms of the proposal for uniting Seaboard with a wholly owned subsidiary of Texaco, stockholders would gain one share of Texaco capital stock for every share of Seaboard capital stock they now hold.

Orders from Iraq and TGT Put Pipe Mill Back to Work

A pipe mill which had to give its employes their vacations two weeks early is back in operation.

A. O. Smith Corporation, Houston, according to a company spokesman, has lost $250 million in cancelled orders resulting from the Memphis decision. The case has been a deterrent to pipeline construction, because under the present decision operators must have permission of all customers before effecting a price raise.

Two foreign orders for pipe ranging in size from 22 to 30 inches enabled the Houston firm to resume two shift operation. One order came from Tennessee Gas Transmission Company and another was from a buyer in Iraq.

Puerto Rico

Houston Oilman's Agreement Takes In Offshore Acreage

A Houston oilman has negotiated an agreement with the Puerto Rican Mining Commission for oil and gas rights on 200,000 acres including offshore areas.

David L. Gordon, president of

Maritime Oil Company, obtained an exploration permit and lease-selection option on lands on the southern coast of Puerto Rico.

Terms of the agreement specify that the operator may select about 50,000 acres in lease properties each year. Also, permit rights may be transferred to Maritime Oil Company or to a corporation organized for developing the property.

Venezuela

Venezuelan Oil Labeled Tops For Chemist's Rocket Fuel

An added market for Venezuelan crude may be realized if results of experiments by a Belgian chemist are put into practical use.

The chemist Louis Lacroix says he has developed a safer new fuel for outer space rockets. Crude oil with a heavy asphalt base such as that found in Venezuela yielded excellent quantities of his high octane product.

Former Oil Minister to U. S. Is New Venezuelan Oil Head

Dr. Carlos Perez de la Cova has replaced Dr. Jose Lorenzo Prado as Venezuela's minister of Mines and Hydrocarbons after the latter had served only a few weeks.

Dr. Prado, top analytical chemist for the ministry, will probably resume duties in the scientific department.

The new minister, 54, is favorable to American operators in Venezuela and even helped draft the 1943 petroleum laws under which the oil development program is conducted.

He earned a degree in petroleum engineering from the University of Tulsa in 1941, and worked for Phillips Petroleum Company in Venezuela for five years.

In 1952, he was appointed Minister Counselor of Petroleum Affairs for the Venezuelan embassy in Washington, holding the position until his recent appointment.

Washington

Proposed 6-Mile Limit Called Immaterial to Tidelands Case

A proposal by the United States to extend traditional territorial water limits to six miles will not affect the Tidelands Case now in the Supreme Court, according to Justice department officials.

The government is suing the Gulf Coast states of Texas, Louisiana, Mississippi, Alabama, and Florida for all submerged lands beyond three miles at sea. On the other hand the states contend that their rights extend three leagues seaward or 10½ miles.

Next hearings on the case are scheduled to come up sometime after October 13.

Recently when the United States moved at a United Nations conference to compromise international differences with a six-mile limit, its effect on the suit became a leading question.

The dispute centers around what constitutes historical boundaries of the states. The tidelands act of 1953 gave states the right to their undersea minerals out to three miles or to their historical boundaries.

If the 6-mile limit is adopted in the U. N., the Gulf Coast states could request that their oil rights be extended to six miles from shore. However, the government sees no way the issue could affect the current tidelands case.

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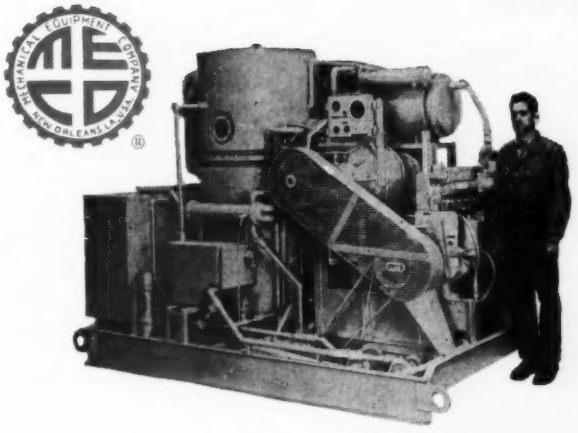

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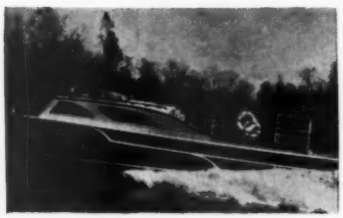

the Sandy Candy . . .

. . . measures 37'6" x 12'4". She is powered by two 6071A GM engines; 1.5:1 reduction gear. She attains speeds of 34.2 miles per hour at 2250 RPM and 29.0 miles per hour at 2000 RPM.

●

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of Loreauville, Louisiana
Phone EMerson 4-4540

Lay barge M-211, loaded with over two million pounds of 40-in. diameter pipe and equipment, was towed from Houston to Lake Maracaibo, Venezuela, by Brown & Root's Tug M. D. ANDERSON.

Creole Petroleum to get . . .

40-Inch Gas Line

Brown & Root lay barge M-211 is constructing world's largest diameter gas line in Lake Maracaibo, Venezuela

WORLD'S largest diamentr gas line is being laid in Lake Maracaibo, Venezuela, by Brown & Root, Inc. of Houston.

The 13 miles of exceedingly large diameter pipe, 40-in., is part of a gas gathering system being constructed for Creole Petroleum Corporation of Venezuela. This system when completed will consist of 18 separate lines including 10,153 ft. of 16-in. pipe; 43,400 ft. of 30-in. pipe; and 72,900 ft. of 40-in. pipe. These lines will tie several offshore gas wells to Creole's Tia Juana Conservation Plant No. 3.

Pipelaying barge . . . Work of laying the lines is being done by Brown & Root's pipelaying barge the **M-211** which was loaded with more than two million pounds of material and towed from Houston to Lake Maracaibo for the job.

The **M-211** is one of the largest pipe laying barges ever built. It is equipped with five 40-ton capacity davits, has eight 8000 pound anchors, and a 710-ft. pipe lowering pontoon or "stinger" that was especially designed and built by Brown & Root.

Pipe coating . . . Before installation, the pipe will be processed through newly constructed Brown & Root yards on the east and west sides of Lake Maracaibo. Here it will be wrapped and more than one million pounds of reinforcing material, including three million square feet of steel mesh, and 23,000 cubic yards of concrete, will be applied to protect and weight the huge lines.

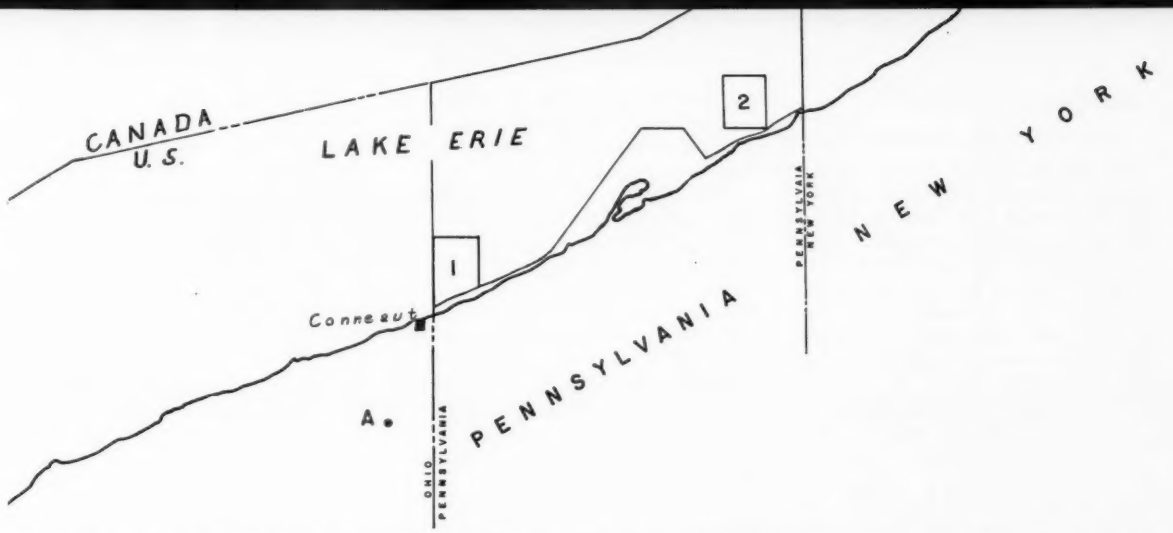
Largest pipe shot blast machine ever constructed will be used to clean the pipe before coating and weight material is applied.

The 40-in. steel pipe, when reinforced and coated will have an overall diameter of 52 in. Each 40-ft. joint will weigh approximately 20 tons. In addition each line will terminate in a vertical riser weighing up to 100,000 pounds.

Barge performance . . . Last fall the **M-211** laid 25 miles of 26-in. pipe as part of a 60 mile gathering system connecting four offshore gas fields of the CATC and MCN Groups with Tennessee Gas Transmission Company's Kinder station which helps feed one of TGT's main gas lines, extending 2200 miles from South Texas to northern New England.

During this operation the 300-ft. by 60-ft. by 19-ft barge laid as much as 2500 ft. of pipe per day.

The **M-211** is equipped with the new "stinger" which eases the pipeline to the bottom in deeper waters without breaking the inflexible concrete aggregate coating and exposing the pipe to the corrosive Lake Maracaibo waters. The device consists of two parallel 30-in. pipes which extend from the end of the barge to the lake bottom. The pipeline slides on dollies slung between the two supporting pipes.



Site of first U. S. test in Lake Erie is Pennsylvania's Block No. 1, on the Pennsylvania-Ohio border. There are five known gas producing formations beneath this section of the lake. Last fall Benedum-Trees Oil Co. discoverd oil at point A, less than 10 miles from the lake.

New York Natural Gas to drill . . .

First U. S. Lake Erie Test

A mobile drilling platform and cable tool rig will be used to drill the Lake Erie test in 19,130-acre tract, Pennsylvania Block No. 1.

New York State Natural Gas Corporation of Pittsburgh, Pennsylvania, is planning to spud-in their first gas test in Lake Erie sometime this month. This will be the first offshore well drilled on the United States side of Lake Erie.

Test will be drilled in Block Number 1, a 19,130-acre tract on the Pennsylvania-Ohio border, one of two that New York Natural leased from Pennsylvania's Department of Forests and Waters last fall. The other tract, Block 2, contains 16,580 acres and is located near the Pennsylvania-New York border.

New York Natural pays Pennsylvania $90,917 annual rental and a royalty on gas or oil discovered in the tracts.

Operations will be handled from shore based offices at Conneaut, in the northeast corner of Ohio.

Drilling platform . . . The Dravo Corporation of Canada Limited is constructing a 50 ft. square mobile drilling platform from which drilling operations will be conducted. Platform will consist of five pontoons pinned together. Each of the pontoons (watertight box-like barge sections) is of welded steel and measures 50 ft. by 10 ft. by 8 ft. A 36-in. diameter, 130-ft. tubular steel spud leg at each corner supports the platform on location.

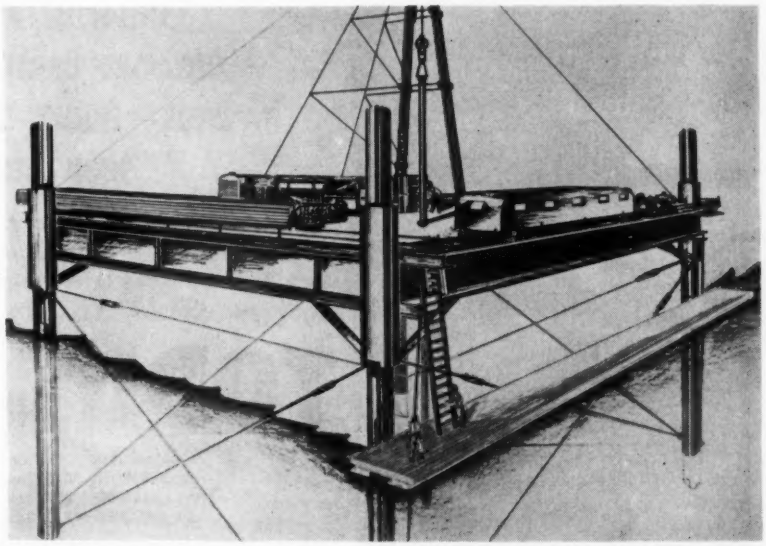
After the platform is assembled at Erie harbor, it will be towed to the drill site. Spud legs are raised during transit, but after arriving on location they will be dropped to the lake bottom. The cable-tool rig used for drilling will be rigged to drive the legs to a solid surface. Then the two 100-ton hydraulic jacks operating at each leg will raise the platform about 25 ft. above the water.

This type of drilling platform is more expensive to build than the stationary type used in many offshore operations, according to New York Natural engineers. But smaller boats can be used to move the platform from one well site to another. Thus after several re-locations, the higher construction cost is offset by lower moving and relocation expenses.

Drilling procedure . . . A cable-tool drilling rig will be used because regular rotary drilling equipment would require a larger and more costly platform.

Drilling procedures on the plat-

(continued on next page)



Dravo Corporation of Canada Ltd. built the 50-ft. square mobile platform that will be used to drill the first U. S. Lake Erie test. Platform operation is similar to Gulf of Mexico units.

Lake Erie . . .

(continued from preceding page)

form will be similar to those on land except that the well must be completed on the lake bottom. During the winter floating ice packs would wreck any but the most heavily constructed installations protruding from the lake. Therefore the cellar, master gate, Christmas tree and piping must be installed on the lake floor by divers.

Drilling crews will go ashore to Conneaut as they complete their shifts. But for emergencies, a trailer to accommodate six men with sleeping and eating facilities will be located on the platform. Drilling will be done by a contractor.

Terms of New York Natural's lease state that no drilling is to be done closer than half a mile from shore. Six and a half miles is believed to be the average maximum distance from shore that operations will be carried on.

Area geology . . . New York Natural's geologists anticipate finding gas in any of five formations: Oriskany, Lockport, Medina, Trenton and Gatesburg. The Oriskany lies at about 1500 ft. and the Gatesburg at about 5780 ft. in this area, according to the firm's geologists.

Known trends of gas and oil production lie in northeast Ohio and extend into Canada and New York. Drilling in Lake Erie is expected to tap these trends.

The Clinton gas-field-trend play runs up the Appalachian Basin in Ohio to the edge of Lake Erie near Cleveland, then has been developed again on the Canadian side of the lake, both on and offshore.

A 70-mile stretch of onshore gas field, almost the entire east end of Lake Erie on the Canadian side has been a producing gas field for years. If the play does extend down through the lake to Ohio, the under lake gas will likely have good reservoir characteristics (high pressure and flow-rate) approaching those of the Clinton gas fields in the vicinity of Cleveland.

It should also be noted that last fall Benedum-Trees Oil Company made a wildcat oil discovery in their well No. 1 Scribner, less than ten miles from the shore of Lake Erie in the northeast corner of Ohio. The well tested 151 barrels of 39-degree gravity oil a day on a 3/16-inch choke. This well was completed in the lower Silurian formation with perforations at 3292-3340 ft.

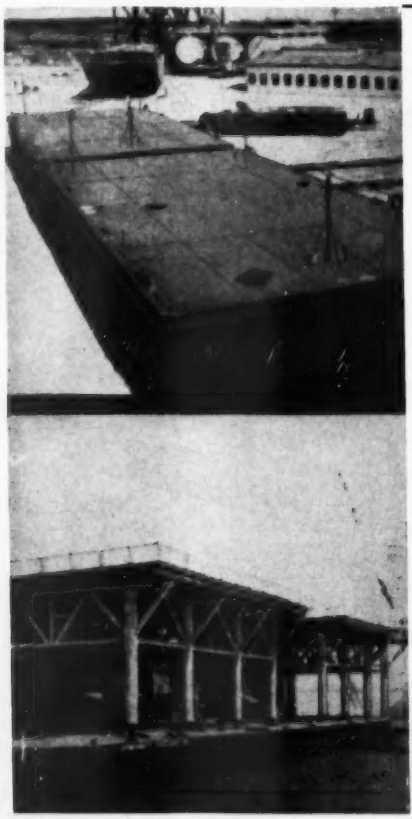
Lake Erie activity . . . Although New York State Natural Gas Corporation will be the first firm to drill offshore on the American side of Lake Erie, drilling on the Canadian side dates back to 1913 when gas was found 300 ft. offshore. At last count, in October of 1957, 78 wells had been drilled in Lake Erie on the Canadian side.

New York State Natural Gas Corporation wholesales gas to 19 major distributing companies in Pennsylvania, Ohio and New York.

At the present time Ohio has laws that will permit offshore leasing and drilling and is reported considering offering a 4970 acre tract immediately offshore from Cleveland.

New York has no laws that permit offshore drilling and no action on a law is expected until 1959 despite Pennsylvania's grant of offshore leases in Lake Erie, and Ohio's preparation of regulations to allow similar activity. It will probably take until next year for full industry reaction to proposed conservation laws governing offshore drilling and underground storage to be assimilated by the New York Legislature, and action taken.

Michigan does not have laws in force which would permit offshore drilling but there is considerable interest in offshore drilling possibilities, and government officials state that enabling legislation will be introduced in the Michigan legislature in the near future.



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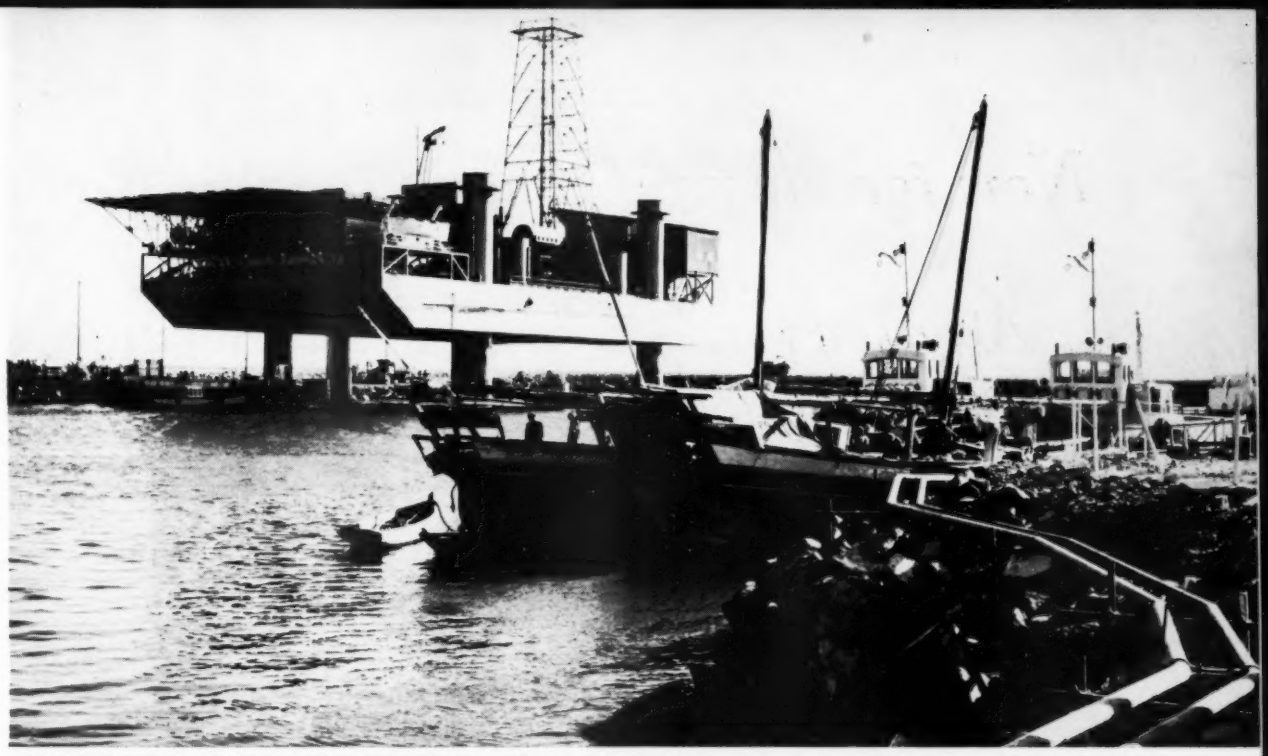


ADMA ENTERPRISE in Das Island harbor being outfitted with longer spuds and derrick extension. Note Arab dhows in foreground used to bring supplies 170 miles from Bahrein Island off the coats of Saudi Arabia during the first phases of base construction on Das Island.

Two islands serve as bases for . . .

Exploration In The Persian Gulf

A.D.M.A. prepared for over four years before starting to develop their 1200 square mile concession offshore from the Sheikdom of Abu Dhabi

A NEW "island" has appeared recently in the Persian Gulf, one that is not marked on the maps but in years to come may prove to be of prime importance both to the Arabs of the area and the people of the Western world who have come to depend so much on oil. For, below this new "island" may lie another Middle East oilfield waiting to be tapped by the bit which, even now, is probing below the steel framework of this new structure.

In fact, the "island" is a mobile drilling platform from which Abu Dhabi Marine Areas Limited (A.D.M.A.) is drilling its first offshore well on the Trucial Coast off the Sheikhdom of Abu Dhabi at the southern end of the Persian Gulf. A.D.M.A. in which The British Petroleum Company has a two-thirds shareholding and Compagnie Francaise des Petroles one-third, has engaged BP Exploration Company as its operating agency.

"Calypso" makes survey . . . In 1953 Sheikh Shakbut bin Sultan bin Zaid, Ruler of Abu Dhabi, granted to A.D.M.A. a concession to explore for oil over some 1200 square miles of the waters of the Persian Gulf. As a first step A.D.M.A. engaged the services of Captain Jacques Cousteau and his famous vessel, **"Calypso"** to make a geological survey of the ocean bed. Using aqualung apparatus, the geological team gathered many interesting pieces of rock from the sea bed for examination by BP geologists in London.

Subsequently other surveys were carried out and eventually it was decided they were worth-while drilling prospects in the area and the long process of preparing to drill was started. This involved two main factors, the construction of a drilling platform and the creation of a servicing base, administrative center and a rest camp.

Mobile unit built . . . Various types of drilling platforms in use in America, the home of underwater drilling, were studied and finally an order for a self-elevating platform designed by DeLong Corporation of New York, was placed with a West German company, Gutehoffnungshutte Sterkrade Ag, Oberhausen (Rhld).

In August 1957 the 4000 ton **Adma Enterprise,** as the platform had been named, was towed down the Kiel Canal on the start of the 6800 miles journey to the Persian Gulf. Ninety-two days later she arrived off Das Island, having been battered by heavy seas in the Bay of Biscay, where she was adrift from the tug for six hours, and brought successfully through the Suez Canal. Commissioning of the barge was carried out in the small, man-made harbor at Das and early in January this year **Adma Enterprise** was towed to her drilling location 20 miles from the island and the company's first well began drilling on January 14th.

Adma Enterprise, the first barge of its type to be built in Europe, is about 200 ft. long and 100 ft. wide. It is raised out of the water by hydraulic jacks which lower four retractable legs, each 10 ft. in diameter, to the seabed and the barge then literally climbs up the legs until it is clear of the sea. The 165 ft. long legs enable drilling to be carried out in water up to 80 ft. deep.

Fifty men can be accommodated

(continued on page 38)

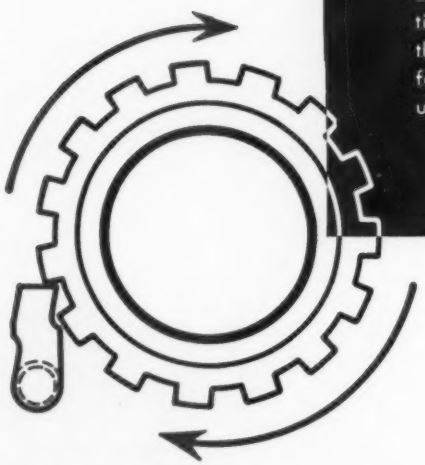
Now for the first time in the Oil Field

A valve for W.O.G.M.* *Service* • • • •

During a research program, Cameron engineers subjected every type of conventional valve to wear by opening and closing against high pressure abrasive flow. In the course of these tests it developed that the downstream seat on each valve showed the most wear, whereas other sealing surfaces in the valves were relatively undamaged.

Maximum wear always occurred at the same point on the seat. Then a new idea was conceived. Rotating the seat a fraction of a turn each time the valve was opened and closed would present a new surface at the point of greatest wear each time the valve was operated. This principle is the central feature of the new Cameron Type "F" gate valve.

The same carefully controlled tests which produced such destructive wear on the conventional valves were re-run with the Type "F" gate valve. The remarkable results exceeded every expectation. Here for the first time is a valve with such unusual durability that it can perform any W.O.G.M.* service for many times the life span of any valve used in drilling and production service.



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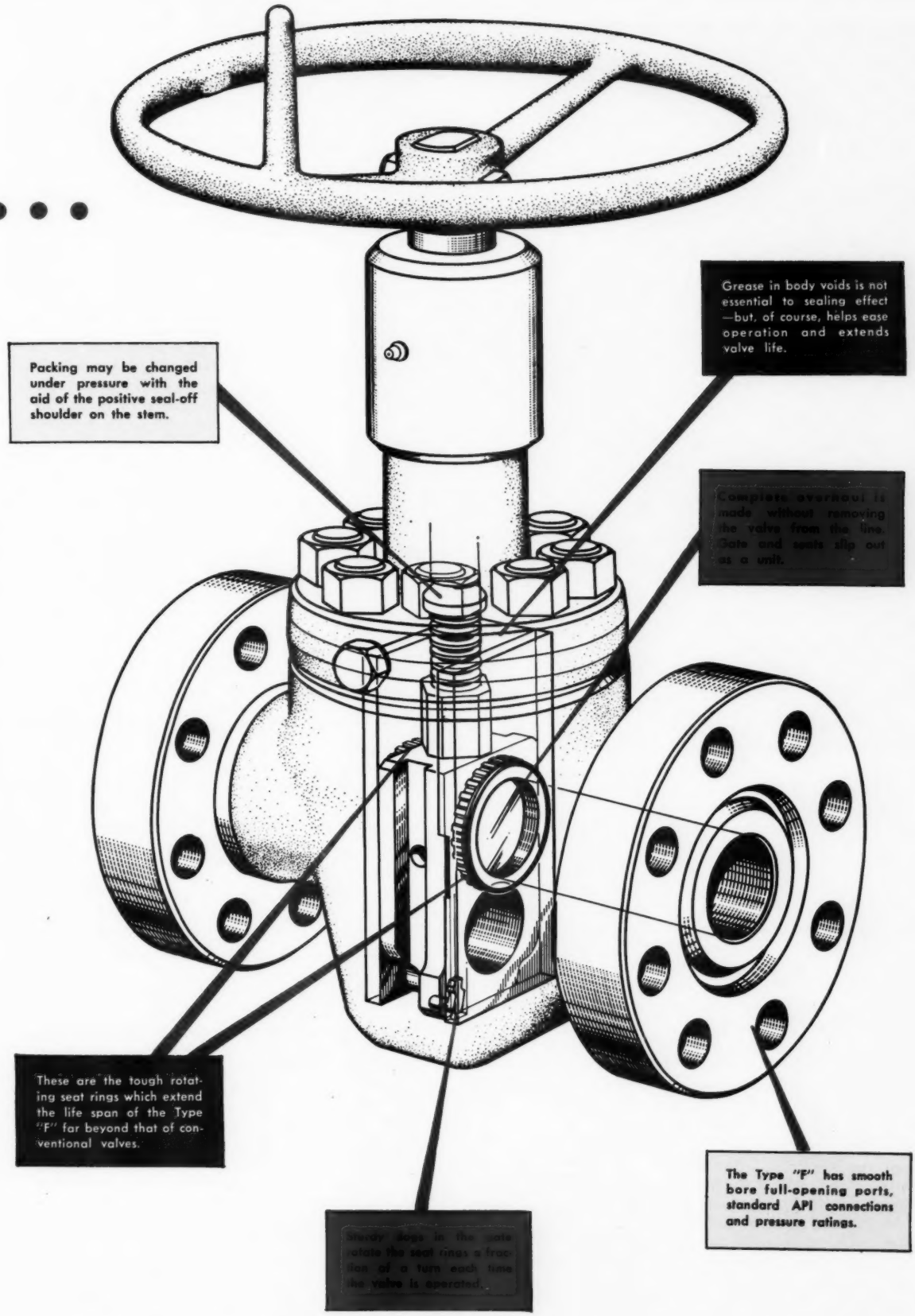
*Water Oil Gas Mud


Packing may be changed under pressure with the aid of the positive seal-off shoulder on the stem.
Grease in body voids is not essential to sealing effect —but, of course, helps ease operation and extends valve life.
Complete overhaul is made without removing the valve from the line. Gate and seats slip out as a unit.
These are the tough rotating seat rings which extend the life span of the Type "F" far beyond that of conventional valves.
Stem's dogs in the gate rotate the seat rings a fraction of a turn each time the valve is operated.
The Type "F" has smooth bore full-opening ports, standard API connections and pressure ratings.

Pressure Ratings through 15,000 p.s.i. W.P.

Outfitted ADMA ENTERPRISE ready for drilling, leaving the protection of the Das Island harbor on its way to first drill site on A.D.M.A.'s 1200 square mile Persian Gulf concession.

Persian Gulf . . .

(continued from page 35)

in air-conditioned quarters and, as well as an electricity generating plant, **Adma Enterprise** has a distillation plant able to produce nearly 800 gallons of fresh water from sea water every hour.

Mounted at one end of the barge is a 140 ft. drilling mast, while at the other end is a helicopter landing platform. Two helicopters bring both men and vital stores, such as frozen vegetables, from Das Island. Supplementing the helicopter service are several launches and barges.

Supply base built . . . But **Adma Enterprise** is only half of the project. To keep the barge supplied with fresh manpower, food, and drilling materials required a land base. The nearest land to the drilling site was Das Island, only a mile long and half a mile wide. Two-thirds of the island's area is sand only a few feet above sea level and the remainder a series of 100 ft. high rocky peaks. Inhabited only by sea birds, scorpions, turtles and rats, only a few pearl fishermen had ever landed on this lonely, waterless island.

The construction of a base and harbor on the island tested the skill of a British construction company, who admit that it is one of the most extraordinary jobs they had ever had to cope with overseas.

In May, 1956, the advance construction party arrived on the island after a hazardous journey from Abu Dhabi in Arab dhows. For the first few weeks all stores, water and materials had to be brought in in dhows which, in the 170 mile journey from Bahrein could often be delayed for days by bad weather, but in a fairly short time the essentials of life were established.

Life lines . . . Work soon commenced on a temporary airstrip, the sand being watered and rolled constantly until a reasonably hard surfaced 4000 ft. strip was formed. Two-engined Dove aircraft on charter were then able to fly in men and essential supplies from Bahrein to the island.

Soon a tank landing craft, the **Adma One,** arrived from the United Kingdom with plant and transport. By skillful navigation she was able to run her bows on the beach and the materials in her holds were hauled out through the bow doors by sheer manpower supplied by a group of laborers from Abu Dhabi. Before a harbor was available **Adma One** made more than 50 beach landings. She still serves as the main lifeline between Das and Bahrein carrying gas, oil, food and stores.

Due to severe storms there were times when fresh water stocks, which also had to be brought from Bahrein, grew periously low, but distillation units capable of producing 1000 gallons an hour of fresh water from sea water, have since been installed.

Housing . . . The erection of living quarters was, of course, the first consideration. Briefly the building program consisted of three camps, one for Europeans, one for senior Indian and Arab artisans and a third for Arab labor; and an industrial area comprising general stores, cement and chemical stores, workshops, an ice plant, power station, administration building and hospital and helicopter hangar.

Prefabricated bungalows were brought in and quickly erected, while in the labor camp ten-man huts with wooden framework covered with locally made barasti matting walls and roofing were set up. A mosque was built and a well equipped kitchen provided.

Problems overcome . . . Harbor works formed a major part of the construction contract, two breakwater arms 1893 ft. and 835 ft. long were built. These enclose a harbor space 1200 ft. long and 400 ft. wide, with a loading wharf and dolphins.

From the outset, the location and quarrying of sufficient suitable rock to construct the breakwater presented quite a problem. Initial investigation showed that sufficient rock should be available, but after a month's work in a quarry in one corner of the island, the question being asked was "Which island shall we try next?" The entrance to the quarry yielded only soft rock with an occasional boulder, but fortunately, as the face receded the quality of the rock improved. Working day and night two mechanical shovels dug over half a million tons of rock in eight months. Half of this had to be tipped to waste, but sufficient rock was won to complete

(continued on page 40)

Seeing is believing . . .

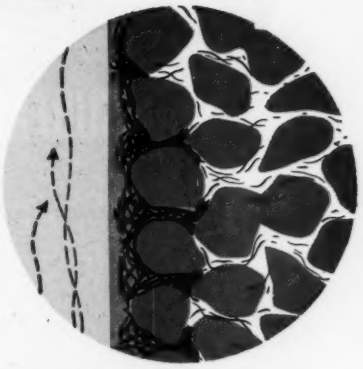
PLUG-GIT*

Baroid's **new**

bridging fiber

combats tough cases

of lost circulation



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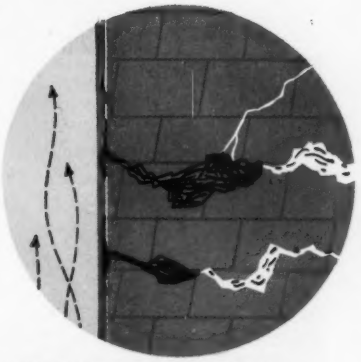
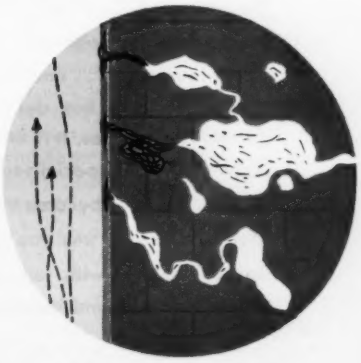


FRACTURES OR FISSURES



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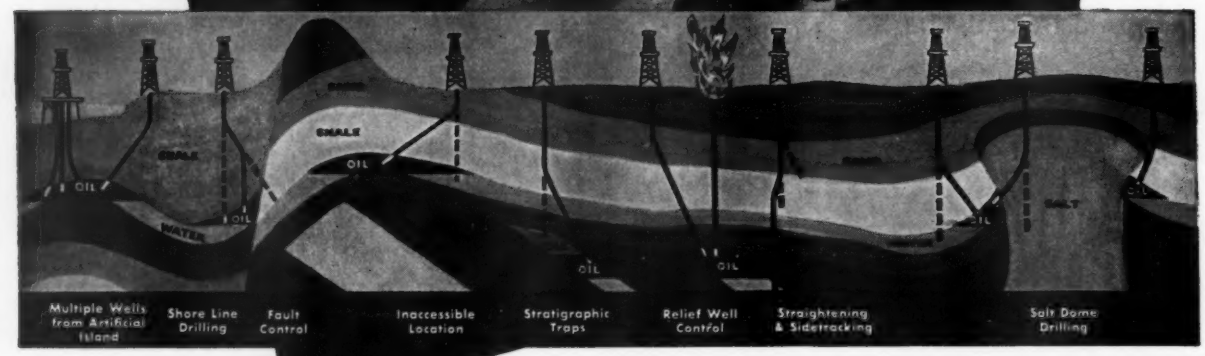

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Smith Named Head of Unified Research Division for Shell Oil

Shell Development Company's exploration and production research division and Shell Oil Company's technical services division in Houston are being combined as a single unit headed by Dr. Noyes D. Smith Jr., vice president of Shell Development.

Smith

Under the title of Exploration and Production Research division, the new organization will consist of four main groups. W. R. Purcell, present manager of the exploration and production research division's chemical department, has been named director of basic research.

New director of exploration research is J. E. Wilson; director of production research is B. P. Eastin; and manager of administration and services is F. Goldstone.

Within the basic research group, Dr. John T. Smith will head the chemistry department; Dr. Gordon Rittenhouse will manage the department of geology; and Dr. Charles H. Fay was selected manager of the physics and mechanics department.

In the exploration research group Dr. R. H. Nanz, Jr., heads the geological department, while Dr. F. A. Van Melle directs the geophysical department.

Production research group includes G. E. Archie, manager of exploitation, and J. R. McEntee, manager of mechanical activities.

Shell Oil Company has also announced plans for combining the Franklin and Lake Charles, La., production division offices this fall with the new division headquarters located in Lake Charles, La.

Signal Oil and Gas Company Elects Green to Presidency

Russell H. Green, executive vice president for Signal Oil and Gas Company the last three years, has been elected president of the Los Angeles based firm.

Green

Elected to the newly created position of chairman of the board of directors and chief executive officer is Samuel B. Mosher.

Green has served as director and vice president of the company since he joined it in 1925. He received a degree in engineering from the University of California.

Mosher founded the company in 1922 and served as president until Green accepted the position recently.

Houston Area Geologist Goes To Bahamas Gulf Oil Company

Transfer of Parker A. Robertson to the Bahamas Gulf Oil Company as special representative has been announced by Gulf Oil Corporation.

Robertson

Formerly division economic geologist for the Houston production division of Gulf, Robertson has been with the company since 1920.

He was graduated from the University of Oklahoma with a degree in geology and first came to the Houston area in 1932 as a scout in Gulf's land department. He is a member of the Petroleum Club and the American Association of Petroleum Geologists.

Geologist Addresses Regional D & D Meeting on West Coast

Dr. V. L. VanderHoof, Intex Oil Company geologist, addressed a West Coast regional conference of Desk and Derrick Clubs of North America on "Geology, Logistics, and Oil."

Eleven clubs of Region VIII in California, Oregon, Washington, and British Columbia were invited, Katherine Livada, director, announced. Purpose of the two-day conference was to bring about a closer understanding of the international association among West Coast Clubs. Members heard a progress report on plans for the International Convention to be held in Los Angeles this coming October.

Frank E. Sullivan, mayor of Bakersfield opened the conference which was climaxed by a tour of the Kern River oil field conducted by L. A. Breden, area superintendent for Tidewater Oil Company.

Magnolia, Pipe Line Branch Announce Two New Directors

Ross F. Madole of Dallas has been elected to the board of directors for Magnolia Pipe Line Company, filling the vacancy created by the retirement of David Levy.

John W. Clark, former assistant manager of the exploration division

Madole

Clark

of Magnolia Petroleum Company, has been elected a director and vice president of Magnolia.

Madole received his LLB degree from the University of Texas in 1934 and joined the legal department of Magnolia in 1939.

Clark, who received a degree in geology from Princeton University in 1925, became affiliated with Magnolia in 1932.

New Orleans Pipe Line Meet Hears API Division Official

At the ninth annual pipeline conference in New Orleans C. E. Spahr, vice president of the API division of transportation, challenged business men and industrialists to work for an early end to the recession.

Sponsored by the American Petroleum Institute division of transportation, the three-day meeting was attended by approximately 800 pipeline experts and their wives. It was concluded by an all-day field trip to the Baton Rouge station of Plantation Pipe Line Company.

A variety of topics were covered by technical papers, and roundtable discussion topics ranged from corrosion to offshore pipeline construction.

A view at sunset of the DeLong designed drilling platform ADMA ENTERPRISE at the site of Adma Well No. F-1, 20 miles off Das Island in the Persian Gulf.

Persian Gulf . . .

(continued from page 38)

the breakwaters and leave a stockpile in reserve.

Just a year after their arrival, the construction team was able to hand the island over to A.D.M.A., who immediately began to prepare to receive **Adma Enterprise.** On November 23, 1957, the barge was off Das and even before she was towed into the small harbor men were at work preparing to commission her. For six weeks they worked day and night, extending the caissons and completing the drilling rig. On January 4, 1958, the barge was gently eased out of the harbor and, under the control of three tugs, towed to the pre-selected drilling site and the legs lowered. A few days later drilling began.

Today some 40 Europeans, including drillers, engineers, cooks and stewards, work in shifts for six days on the barge and then rest for three days on Das Island where swimming, football and hockey are popular, while tennis courts and a golf course are being constructed. It is a hard life for both those on the barge and on Das Island, but by their work they may one day be able to claim they were the pioneers in discovering a new Middle East oilfield.

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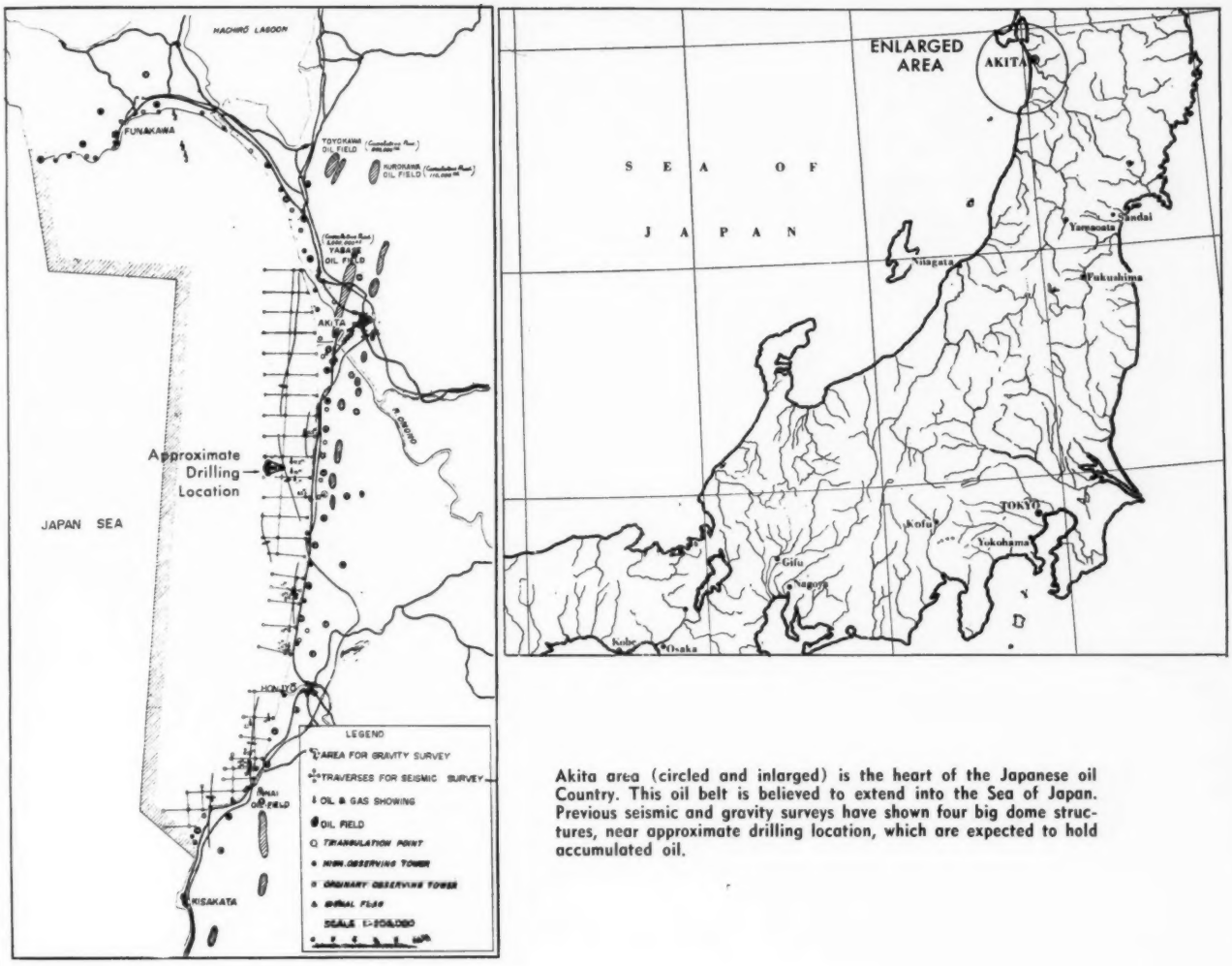

Akita area (circled and inlarged) is the heart of the Japanese oil Country. This oil belt is believed to extend into the Sea of Japan. Previous seismic and gravity surveys have shown four big dome structures, near approximate drilling location, which are expected to hold accumulated oil.

LeTourneau to help build . . .

Mobile Unit For Sea Of Japan

Japex-LeTourneau contract calls for $1.5 million worth of technical assistance and component parts for Japan's first offshore platform

The Japanese, planning to search for oil beneath the Sea of Japan, have come half-way around the world to purchase technical assistance from one of the leading American builders of offshore drilling platforms.

R. G. LeTourneau, Inc. announced recently that their company has been asked to supply component parts and technical guidance needed to construct Japan's first offshore oil drilling platform.

Complicated parts and design engineering for the project will come from LeTourneau plants in Texas and Mississippi, and the completed platform will be assembled in Japan.

$1.5 million contract . . . The contract for technical assistance and parts, which pays LeTourneau over $1.5 million in U. S. money, is with the government formed Japan Petroleum Exploration Co. Ltd., of Tokyo, also known as the "Japex" Company.

The Japanese government owns 56.5 percent interest in the company, while principal non-governmental stockholders reportedly are 14 leading oil refiners, including Teikoku Oil Company Ltd., Idamitsu Kosan Company Ltd., Koa Oil Company Ltd., and others.

Japanese Oil . . . Biggest oil field area in Japan is located in the Akita district of northern Japan. Yabase, Japan's largest oil field is in this area and now producing over 500 Kl of oil daily and its total production, so far, has reached 3,500,000 Kl: there are also several oil fields ranking in the million Kl class there. This oil belt is believed to extend out into the Japan Sea, therefore offshore exploration is now being conducted. Japex estimates that there exists roughly a thousand square kilometers of promising area in this district.

In 1955 the first geological investigation of the sea bottom by the aqualung method was done and during 1956-1957 marine seismic surveys were carried out. Four big dome structures have been found which are expected to have accumulated oil.

Drilling of the first exploration

(continued on page 45)

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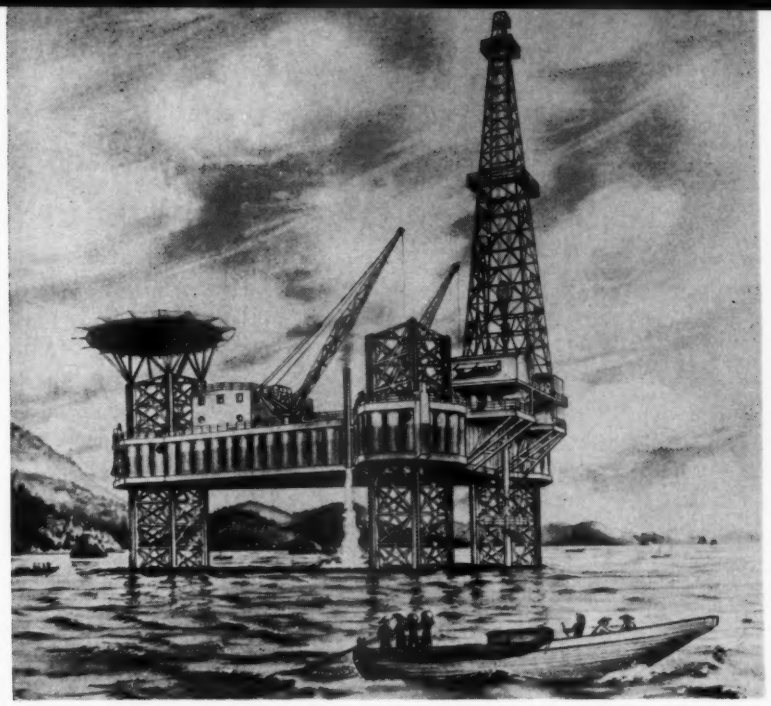

Illustration showing Japan's first offshore mobile drilling platform which will be built in Japan with component parts and technical assistance supplied by R. G. LeTourneau, Inc.

Sea of Japan . . .

(continued from page 43)

well will be carried out as soon as the platform is completed. Japex believes the well will be a sure success and the general public of Japan also has high hopes for the enterprise.

Delivery schedule . . . R. L. LeTourneau, vice president of the Texas firm, said blueprints and specifications for the self-contained portable island already are being delivered to the Japanese. The first motors, gears and other LeTourneau-built components will be loaded aboard ship within the next 30 days.

Hull and legwork of the 400-ton platform will be built by a Japanese shipyard at Akita. This phase of work will be under the guidance of LeTourneau engineers who are already on the way to Japan.

Drilling plans . . . Current planning calls for completing the platform, and beginning the first drilling operation, during 1958. It is believed that the initial test will be drilled in the Sea of Japan about one mile off the northwest coast of the main Japanese island.

Water there varies from 45 ft. to 105 ft., and the ocean floor reportedly consists of rock and silt.

The Japex unit will closely resemble the self-contained platform, **Mr. Cap,** which was completed last November for Barnwell Offshore Company of Shreveport, Louisiana. Bottoms of the giant tank-like feet will be of a semi-pointed convex shape, rather than a concave shape which LeTourneau has used for platforms in the Gulf of Mexico.

Length of the platform including derrick base will be 192 ft., width will be 152 ft., and depth of hull 20 ft.

Spud legs will be 145 ft. long ending in 35 ft. diameter by 32 ft. deep spud tanks.

Consultants for Japan . . . Billy Roberds of LeTourneau's marine department will be executive engineer and in charge of personnel going to Japan. He has been with LeTourneau two years. Prior to that he operated his own engineering and construction company in Mississippi.

Clyde Wilson, manager of LeTourneau's Vicksburg, Mississippi, plant, will also go along to supervise the manufacturing of component parts. Wilson has been with LeTourneau 18 years.

Wilson

Roberds

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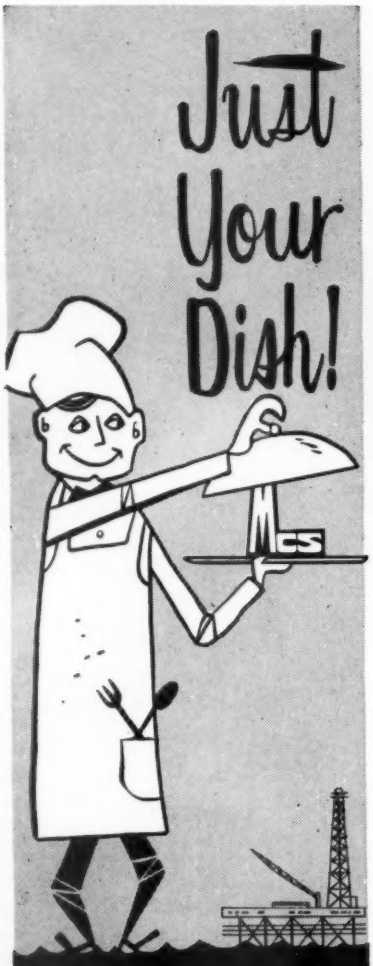

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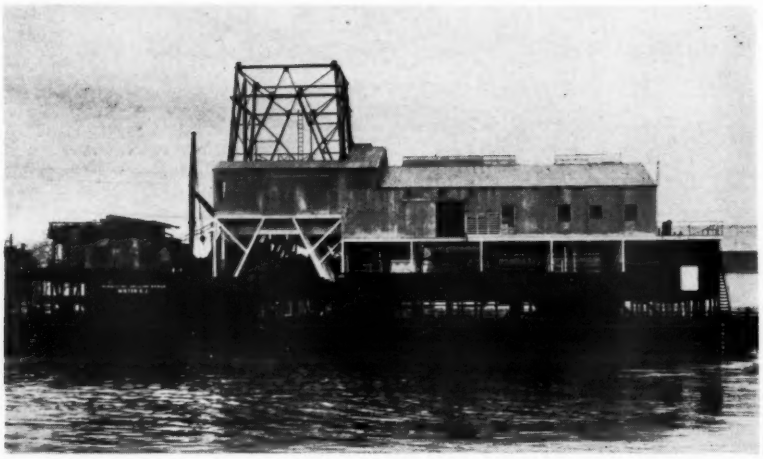


Inland submersible drilling barge MISTER E. J., on the way to its first drill site in Mallard Bay, Louisiana, is capable of drilling to 16,000 ft. in 12-ft. waters.

McNisco gets new unit . . .

Mister E. J.

Levingston's latest submersible drilling unit gives Houston contracting firm 10 operating rigs

NEWEST drilling barge to be added to the fleet of McNisco, Inc. of Houston, is the 180-ft. by 150-ft. by 12-ft. inland submersible **Mister E. J.**

Built by Levingston Shipbuilding Company at their Orange, Texas, shipyards, the barge is equipped with the latest drilling equipment, allowing drilling to 16,000-ft. depths in up to 12-ft. waters.

McNisco, Inc., now operates ten rigs including offshore, inland water and land rigs. Officials of McNisco, Inc., are Don E. McMahan, president; Gordon E. Nicklos, vice president; and K. R. Simmons, vice president in charge of operations. The new drilling unit was named after the late Mr. E. J. Nicklos, founder of the Nicklos Drilling Company. Upon delivery the barge went right to work on its first location in Mallard Bay, Louisiana.

Drilling equipment . . . Mister E. J. is equipped with the latest drilling equipment including a National Supply Company Ideal 130 drawworks and a 27½-inch rotary, both chain driven from the three compounded super-diesel PTDS-8 engines.

Supporting the working load is a Lee C. Moore 140-ft. mast with a 30-ft. base, capable of handling a load of 1,100,000 pounds.

Mud system . . . Drilling mud is supplied at the drill stem by a mud system based on two Ideal G-1000-B mud pumps chain driven from the main power source. Two 410 barrel active mud pits keep the pumps supplied with mud. The barge also has two 510 barrel reserve mud pits and a bulk mud storage area that is 32-ft. by 22-ft. by 12-ft.

Two drilling water tanks have a total capacity of 2,450 barrels. In addition the mud system is equipped with two Rumba shale shakers supplied by Hutchinson Manufacturing Company.

Auxiliary equipment . . . A diesel-electric power set, made-up of two diesels connected to two GM 100 kw Delco ac generators, supplies power to all auxiliary equipment including the two Mission wash down pumps, the Gardner-Denver stand-by pump, and the Worthington fuel oil and cooling water pumps.

Auxiliary equipment is controlled through an ac 200 volt, 4-wire service switch board furnished by Stewart-Stevenson Services of Houston.

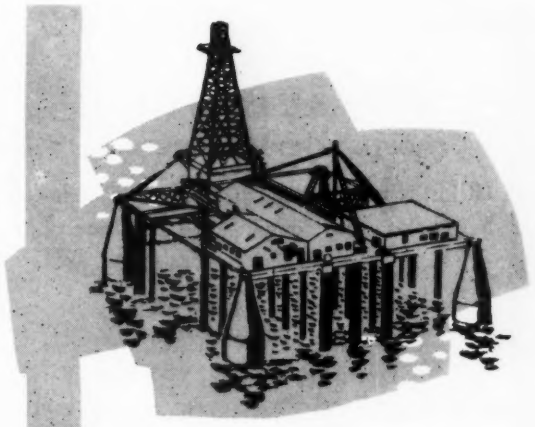
This slotted steel submersible has a potable water capacity of 2,200 gallons and a fuel oil capacity of 1100 barrels.

Heavy lifting aboard the barge is done by two 7½-ton stiffleg derricks with 40-ft. booms. These stifflegs are powered by Ingersoll-Rand HU air hoists.

Rig is protected by Payne and Hydril blowout preventers.

Mobile Units, Tenders, And Self-Contained Platforms Gulf Coast Area

OWNER	NAME	WATER DEPTH	PRESENT STATUS
Barnwell Offshore, Inc. Self-elevating 176' x 176' x 152' with three 145' legs	"Mister Cap"	To 100'	Shut down In Main Pass Area
Blue Water Drilling Corp. Submersible	Rig No. 1	70'	Drilling in Block 896, Mustang Island Area, For Shell Oil Company
The California Company Submersible 11' x 90' x 156' with four 3' x 10' x 35' pontoons	S-45		Bay Marchand, La., Rowan Drilling Co., contractor
The California Company Submersible 12' x 90' x 190', with four 4' x 24' x 50' pontoons	S-55		Shut down for repairs
Continental Marine Exploration Co. Submersible 230' x 99' with 54' between fixed hulls	"M & H Drilling Platform No. 12"	To 30'	Drilling in Block 11, South Timbalier Area, for The Texas Co.
Coral Drilling Company Submersible 180' x 151' x 84' with four pontoons	"Mr. Arthur"	To 70'	Drilling in Block 23, S. Timbalier Area, California Company.
Deepwater Exploration Co. Self-elevating overall 121' x 118'	"Deepwater No. 2"		Completely salvaged unit at LeTourneau, Vicksburg yard
Delta Marine Drilling Co. Submersible	"Chris Zeppa"	To 35'	Waiting on Location
Dixilyn Drilling Corp. Self-elevating 194' x 152' overall. Three 175' legs	"Julie Ann"	To 105'	Drilling in Block 21, South Timbalier Area, for Gulf Oil Corp.
C. G. Glasscock Drilling Co. Self-elevating. Deck 258' x 104', pad 200' x 180' with four 10' dia. columns	"Mr. Gus II"	138'	In Block 48, West Delta Area, Waiting on Location
Gulf Marine Drilling, Inc. Submersible	Rig No. 1	30'	Drilling La. State Lease 1483 for Gulf
Kerr-McGee Oil Ind., Inc. Submersible 13' x 54' x 160' with two 13' x 14' x 110' pontoons	Rig 40	To 20'	Drilling for Pure Oil Co., Block 32, Eugene Island Area
Kerr-McGee Oil Ind., Inc. Submersible 13½' x 72' x 140' with two 13½ x 13½' x 140' pontoons	Rig 44	To 40'	Drilling in Block 28, Ship Shoal Area for Kerr-McGee, et al.
Kerr-McGee Oil Ind., Inc. Submersible 142' x 69' x 13'6", with two 10' x 11' x 146' pontoons	Rig 45	To 35'	Moving to Block 19, Breton Sound Area for Gulf Oil Corp.
Kerr-McGee Oil Ind., Inc. Submersible	Rig 46	To 70'	Drilling in Block 39, Vermilion Area for Pure Oil Co.
Kerr-McGee Oil Ind., Inc. Submersible	Rig 47	To 70'	Drilling for Phillips in Block 28, South Timbalier
Louisiana-Delta Offshore Corp. Submersible 180' x 151' x 12'	Drill Barge Louisiana	To 65'	Christened April 8, 1958
Louisiana-Delta Offshore Corp. Submersible 156' x 90'	Drill Barge Delta	To 25'	Waiting on location for The Texas Company
Magnolia Petroleum Co. (Drill barge on piling)	Rig 52		Out of service
Marine Drilling Inc. Submersible 12' x 74' x 200' with four fixed pontoons	"101"	To 45'	Drilling Timbalier Area for The Texas Company
Movible Offshore Co. Robert Macy Design 201' x 211' x 110'	"Movible No. 2"	To 80'	Drilling for Shell, Mustang Island Area
Noble Barge Co. Twin-hull submersible 217' x 100'	"Lloyd Noble S-66"	To 100'	Being built at Avondale Marine Ways



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INGALLS-BUILT RIG

Incorporates many NEW features

This submersible drilling barge recently launched at INGALLS Pascagoula yard for Louisiana-Delta Offshore Drilling Corporation, is expected to increase efficiency of offshore operations.

It is designed to drill at 65' depth; accomodates crew of 44; is fitted with 140' folding mast of 1,000,000 lb. capacity; exposed surfaces are coated to prevent corrosion; has a helicopter landing deck and built-in pumps to raise and lower the barge.

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OWNER	NAME	WATER DEPTH	PRESENT STATUS
Ocean Drilling & Exploration Company Submersible 200' x 300' x 98'	"El Dorado"	To 70'	Under contract at Alabama Dry Dock and Shipbuilding Company for April 1958 delivery. Upon delivery will drill offshore from Isthmus of Tehuantepec, Mexico, on Gulf side
Ocean Drilling & Exploration Company Submersible 132' x 220' x 58'	"Mr. Charlie"	40'	Drilling for Shell Oil, Block 27, South Pass Area
Ocean Drilling & Exploration Company Submersible 120' x 180' x 49'	"John Hayward"	30'	Drilling for self, et al. Block 9, East Cameron Area
Ocean Drilling & Exploration Company Submersible 200' x 300' x 93'	"Margaret"	To 60'	Drilling for Shell, Block 128, Ship Shoal
Ocean Drilling & Exploration Company Submersible 120' x 180' x 50'	"St. Louis"	To 30'	Drilling for Shell, Block 27 South Pass Area
The Offshore Company Self-elevating 8½' x 70' x 203' with twelve 6' dia. caissons	Mobile Unit No. 51		Bayou Bouef Louisiana
The Offshore Company Self-elevating 13½' x 117' x 220' with fourteen 6' dia. caissons	Mobile Unit No. 52		Block 129-A, Eugene Island Area
The Offshore Company Submersible 12' x 74' x 200' with four 6' dia. caissons	Mobile Unit No. 53		Block 67, West Cameron Area
The Offshore Company Self-elevating 200' x 104' x 15' with eight 12' dia. towers	Mobile Unit No. 54		Block 58, Main Pass Area
The Offshore Company Self-elevating 200' x 104' x 15' with eight 12' dia. towers	Mobile Unit No. 55		Panama
The Offshore Company Self-elevating	Mobile Unit No. 56		Under Construction by American Bridge, Orange, Texas
Penrod Drilling Company Submersible 150' x 190'	"Jim Woodruff"	To 70'	On location in Bay Marchand Area
Placid Oil Co. Twin submersible hulls, each 72' x 178'	Unnamed	To 100'	Being built by Levingston at Orange
Reading & Bates Offshore Drilling Company Self-elevating	"C. E. Thornton"	To 90'	Drilling for CATC, Block 115, East Cameron Area
Rimrock Tidelands, Inc. Submersible	Unnamed	To 35'	Under construction by Southern Shipbuilding Corp., Slidell, La.
Sea Drilling Corp. Submersible	"Seadrill 2"	30'	Delivered April 2, 1958, enroute to location
Sea Drilling Corp. Submersible	"Seadrill 3"	30'	Drilling for The Texas Co., South Timbalier Area
Southeastern Drilling Corp. Submersible 11' x 90' x 156' with four pontoons	Rig 22, Barge 8		Shut down at Venice, Louisiana
Trans-Gulf Offshore Drilling, Inc. Self-elevating	"Trans-Gulf No. 10"	75'	Christened March 7 at Adams Terminal, Houston, Texas
Union Producing Co. Submersible 160' x 190'	Unnamed	To 76'	Under construction at Todd Shipyards Corp., Houston
Universal Drilling Company Self-elevating	"Mr. Louie"	To 130'	Under construction by Port Houston Iron Works
Zapata Off-Shore Company Self-elevating. 194' x 152' overall. Three 145' legs	"Vinegaroon"	To 80'	Block 96, Vermillion Area
Zapata Off-Shore Company Self-elevating. 20' x 80' x 140', with three triangular legs	"Scorpion"		On location Cay Sal Bank, Bahamas

Drilling Tenders

OWNER	NAME	WATER DEPTH	PRESENT STATUS
An-Son Offshore Drilling Co.	"Carl B. Anderson"		Commissioned Nov. 2 at Equitable Equipment Co.
The California Company Converted LST, 328' x 50'	S-21	22'	Bay Marchand, Louisiana, West Delta Area
The California Company Converted LST, 328' x 50'	S-22		On stand by
The California Company Converted LST, 328' x 50'	S-23	45'	Bay Marchand, Louisiana, Noble Drilling Co.
The California Company LST, 328' x 50'	S-24		On stand by
The California Company LST, 328' x 50'	S-25	39'	West Delta, Louisiana, Loffland Bros. rig
The California Company LST, 328' x 50'	S-26	23'	Main Pass, Louisiana, Loffland Bros. rig
Coastal-Marine Drilling and Construction Corp. New tender, 272' x 56'	Howard S. Cole Jr. Coastal-Mariner No. 1		Building platform and preparing to drill in Block 27, South Timbalier Area
CATC Group New tender, 260' x 54'	"J. C. Craig"	50'	Drydock
CATC Group New tender, 260' x 54'	"Carle Sharp"	72'	Block 63, East Cameron, Well B-3
CATC Group New tender, 260' x 54'	"Ernie Miller"	50'	Drydock
CATC Group New tender, 260' x 54'	"Jack Cleverley"		Block 44, West Delta, Well D-4
Deepwater Exploration Co. Converted LST, 328' x 50'	"Deepwater No. 1"		Block 174, Ship Shoal
Delta Marine Drilling Co. Converted LST, 326' x 50'	"Joseph Zeppa"	42'	Drilling for MCN, West Cameron Area
Gulf Oil Corporation New tender	"Dolphin"		Completed, placed in moth ball fleet at Orange, Tex., engines pickeled, and rig stacked
Gulf Oil Corporation Converted LST, 328' x 50'	"Eagle"	118'	Block 135, South Timbalier Area
Gulf Oil Corporation New tender, 272' x 60'	"Pelican"	136'	Block 131, South Timbalier Area
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-1	50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-2	40'-50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-3	60'-65'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-4	40'-50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-5	40'-50'	At Orange, Texas for storage
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-6	40'-50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-7	50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-8	60'-65'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-9	40'-50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-10	40'-50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-11	40'-50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-12	45'-60'	South Timbalier

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OWNER	NAME	WATER DEPTH	PRESENT STATUS
Kerr-McGee Oil Ind., Inc. Converted YF, 260' x 48'	"Kermac I" Rig 16		Waiting on Location
Kerr-McGee Oil Ind., Inc. New Tender, 250' x 50'	"Kermac II" Rig 43		Waiting on new location
Kerr-McGee Oil Ind., Inc. New Tender, 250' x 50'	"Kermac III" Rig 48		Waiting on new location
Kerr-McGee Oil Ind., Inc. Converted YF, 260' x 48'	"Frank Phillips" Rig 39		Waiting on new location
Liano Drilling Company New tender, 260' x 54'	"Clayton G. Dorn"		In Drydock Orange, Texas
Magnolia Petroleum Co. (Converted YF)	"Gulf Coast Barge No. 2"		West Cameron Area, Block 17; Well A-2, drilling, wildcat
MCN Group Converted YF	MDT-1	27'	Waiting on location
MCN Group Converted YF	MDT-2	52'	Waiting on Location
MCN Group Converted YF	MDT-3	32'	Waiting on Location
MCN Group Converted YF	MDT-4	50'	Block 64, East Cameron, Well A-5, drilling
MCN Group Converted YF	MDT-5	32'	Waiting on Location
MCN Group Converted YF	MDT-6	35'	Waiting on location
MCN Group Converted YF	MDT-7	27'	Block 72, Ship Shoal Area, Well G-1, drilling
Pan American Petroleum Corp. Converted LST, 328' x 50'	"Pan American 50"		Orange, Texas
Phillips Petroleum Company Converted YF, 260' x 48'	"K. S. Adams" Rig 40	24'	Bay Marchand, Block 5
Reading & Bates Offshore Drilling Company	"J. W. Bates"	60'	Drilling for CATC, Block 71, East Cameron Area
Reading & Bates Offshore Drilling Company	"George M. Reading"	60'	Drilling for Shell Oil Co., Block 175, Eugene Island Area
Southeastern Drilling Corp. Converted YF	Rig 12, Barge 9		Shut down, Industrial Canal, New Orleans, Louisiana.
Zapata Off-Shore Company Converted YF, 260' x 48'	"Nola No. 1"	16'	At Galveston, waiting on location

Self-Contained Platforms

COMPANY	DESCRIPTION	YEAR BUILT	LOCATION	WATER DEPTH
Arkansas Fuel Oil Corp.	54' x 145'	1956	Drilling equipment removed, wells S.T. 904, 905, 911 shut in	
CATC Group	106' x 220'	1955	Block 47, Grand Isle, La.	95'
CATC Group	110' x 146'	1956	Block 40, Grand Isle	82'
CATC Group	110' x 146'	1956	Block 45, West Delta	50'
CATC Group	110' x 146'	1956	Block 58, West Delta	49'
CATC Group	110' x 146'	1957	Block 47, Grand Isle	88'
CATC Group	110' x 146'	1957	Block 45, West Delta	50'
CATC Group	110' x 146'	1957	Block 48, Grand Isle	97'
Dixilyn Drilling Corp.	120' x 145'	1956	Rig removed and in storage at Dupont's Bayou Bouef yard	
Forest Oil Corp.			Block 4, E. Cameron, Gulf Marine Drilling Inc. (power-package rig)	
Gulf Oil Corporation	120' x 145'	1957	Block 154, Ship Shoal Area, Salt Dome Production Co., contractor	61'
Humble Oil & Refg. Co. Rig # 50	78' x 200'	1956	J Platform, Block 16, Grand Isle Area	50'
Humble Oil & Refg. Co. Rig # 54		1958	D Platform, Block 54, South Timbalier Area	
MCN Group (Delta Drilling Co. contractor)	52' x 106'		Block 110, West Cameron Block 110 Field Waiting on location	40'
Mecom Petroleums	82' x 193'	1948	Rig removed from platform	34'
Phillips Petroleum Co.	85' x 140'	1955	Block 184, Eugene Island Area, vacated, platform remains	84'
Phillips Petroleum Co.	88'9" x 140'	1955	Block 129-A, Eugene Island Area, La. Loffland Bros., contractor	52'
Phillips Petroleum Co.	88'9" x 140'	1956	Block 172, Eugene Island Area. Vacated platform	77'
Phillips Petroleum Co.	88'9" x 140'	1956	Block 191, Eugene Island. Platform inactive	81'
Phillips Petroleum Co.	88'9" x 140'	1957	Block 129, Eugene Island Area. Company tools	57'
Pure Oil Company	52' x 106' with 51' x 82' pipe rack	1957	Well completed, rig removed	72'
Shell-Humble	115' x 135'	1958	Block 188, Eugene Island Area	68'
Shell Oil Company	115' x 135'	1958	Block 192, West Cameron Area	56'
Sinclair Oil & Gas Co.	112' x 133'	1956	Block 86, South Timbalier Area, Rimrock Tidelands, contractor	92'
Sinclair Oil & Gas Co.	118' x 142'	1957	Block 175, Eugene Island Area	85'
Sinclair Oil & Gas Co.	118' x 142'	1957	Block 190, Eugene Island Area. Rimrock Tidelands, contractor	72'
Sinclair Oil & Gas Co.	118' x 142'		In storage at McDermott Bayou Bouef yard	
Sinclair Oil & Gas Co.	80' x 180'	1955	Block 15, South Timbalier. No rig in operation	
The Superior Oil Co.	138' x 326'	1955	Block 71, West Cameron. Well B-6 (directional)	48'
The Superior Oil Co.	144' x 326'	1954	Block 71 Field, West Cameron. Well C-3 (directional), Block 101, temporarily completed as gas-condensate well	43'
The Superior Oil Co	96' x 225'	1958	Block 76, Vermillion Area. Well B-1	

American Marine delivers . . .

Inshore Drilling Barge

Workover, Inc., gets new barge designed to operate in waters up to 13 ft. deep and drill past 15,000 ft.

American Marine Corporation of New Orleans, Louisiana, has completed a 165 ft. by 46 ft. inshore drilling barge for Workover, Inc., of Houston.

Designed to operate in up to 13-ft. waters, the rig is capable of drilling past 15,000 ft.

Drilling equipment . . . Barge is equipped with a 134 ft. Continental-Emsco jack-knife mast and a Continental-Emsco GB-500 drawworks with a three engine compound for power.

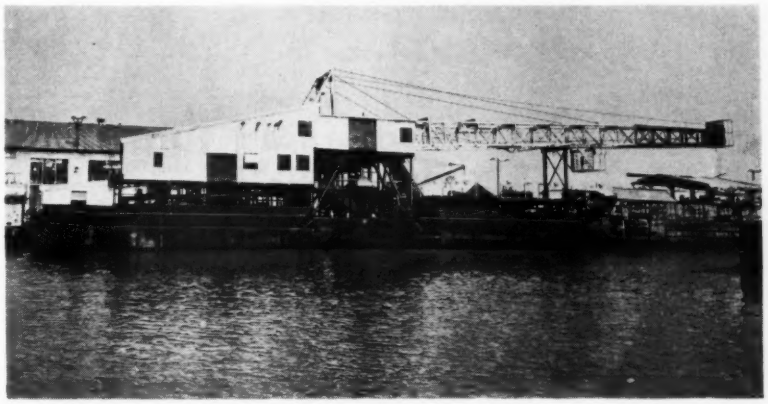
Mud system . . . The three diesel-compound main power source also drives the Gardner-Denver GP-GXP mud pump and the Wilson-Snyder 18-P mud pump. Total active mud tank capacity is 500 barrels and reserve mud tanks hold another 800 barrels. Dry mud storage area is 37 ft. by 17 ft.

In addition, the barge has tanks holding 2000 barrels of drilling water and 680 barrels of fuel oil.

Auxiliary equipment . . . Barge is equipped with additional pumps including a G-150 Gumbo Buster pump and a Gardner-Denver PA-8 high-pressure pump. Both of these pumps are driven off independent diesel units, designed to allow power to come off either end.

Power for auxiliary equipment and lighting is provided by two 100 kw generators.

Other features of the barge include mahogany paneled crew quarters and tool pusher's room and a modern stainless steel galley.



Workover, Inc.'s new inshore drill barge features Continental-Emsco drawworks and mast and Gardner-Denver and Wilson-Snider mud pumps. Barge will opeate in the bays along Louisiana's coast.

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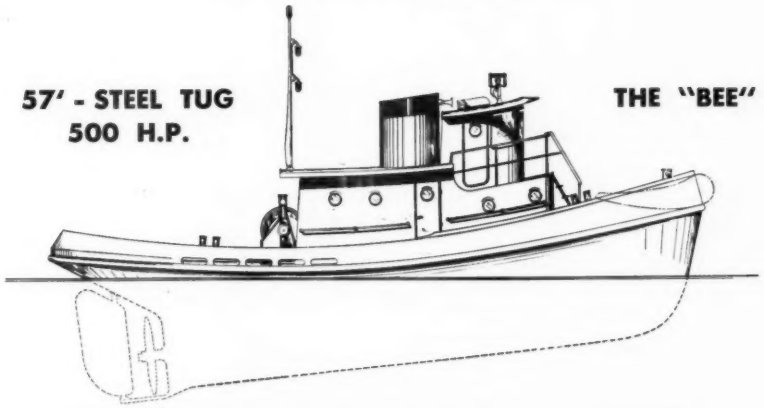

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Straps welded to both sides of jointed tubular truss add safety factor in construction of spud legs for 4000-ton offshore platform.

Strap Welding Is "Secret Of Success," Says LeTourneau

On occasion of his 50th year of pioneering in the science of welding, Robert G. LeTourneau attributed much of his success to the fact that he has never been dependent upon conventional 100 percent strength welds.

He instead has relied strongly on the little-used and little understood practice of strap welding.

Strap welding consists of welding one or more metal straps, or bars, across every critical weld which will receive excessive stress. Such welding, he noted, has consistently offered an infinitely wider margin of safety—at the same time costing far less in time and materials.

Through his method of welding straps or bars across every critical weld in heavy equipment and offshort platforms, he noted, his company has been able to economically afford an extra safety margin of at least 50 percent—making it possible to "sleep better at night and make enough to compete with competitors."

He pointed out that welds will never be 100 percent perfect. If one is attempting to join heat-treated metals which have 120,000 psi tensile strength, such as steel used in fabrication of offshore drilling platforms, the way to make sure it won't break in the weld is to use straps. "And as for looks," he added, "they look like a finished job that won't have to be done over."

With the completion of the last three of six service vessels ordered by Caspary-Wendell, they are instituting a package deal to offshore drilling contractors and oil companies, offering complete service for a rig with a team of three boats and their crews.

Burton Shipyards completes . . .

Three Offshore Work Boats

Delivery of the second half of million and a half dollar boat order increases Caspary-Wendell's offshore fleet to eleven

First triple christening to be staged by a Gulf shipbuilder marked completion recently of one of the largest work boat orders ever placed with a Texas shipyard, as three new offshore drilling service vessels were added to the fleet of Caspary-Wendell Work Boats, of Rockport, Texas.

In cermonies at Burton Construction and Shipbuilding Company in Port Arthur, Texas, the 85-ft. crew and supply boat, **Swaps,** the 95-ft. crewboat, **Gallant Man,** and the 136-ft. supply vessel, **Belmont,** were christened.

The three boats were the last of a one and a half million dollar order which called for two 136-ft. supply vessels; two 95-ft., high-speed crewboats; and two 85-ft. combination crew and cargo boats.

This brings the Caspary-Wendell offshore fleet to seven modern, all-steel vessels, operating in service for offshore drilling contractors and oil companies. In addition, the firm operates another 95-ft. crewboat, the Chevron, for Standard Oil. Four other company-owned boats service rigs in bays along the Texas coast.

The big tenders, **Belmont** and **Hialeah** are able to utilize a stern cable anchor winch with 900 ft. of cable and a bow anchor winch with 900 ft. of chain to maneuver alongside a rig without actually tying up to the rig. This enables loading or unloading cargo with the possibility of damage to boat and rig minimized. This method has been used in open waters with seas to 12 ft. without any difficulty.

Tanks aboard the **Belmont** and **Hialeah** have capacities for the following: 116,500 gallons of drilling water; 40,820 gallons of fuel oil; and 17,542 gallons of fresh water.

The 95-ft. crewboats, **Gallant Man** and **Count Fleet,** follow the design of another boat in the Caspary-Wendell fleet, the **Whirlaway.** These three boats and the **Chevron** are able to carry drilling crews to their rigs in air-conditioned, reclining-seat comfort, at 20 miles an hour.

The 85-ft. all weather **Swaps** and **Assault,** are somewhat slower, having only a single pair of engines each, instead of the tandem GM diesels that power the other vessels.

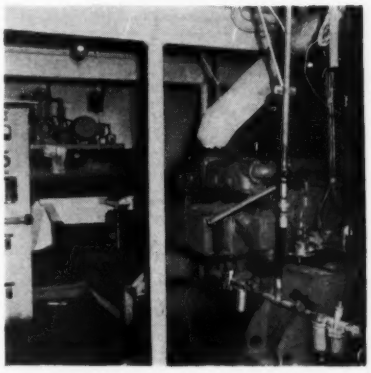
Engines for the six work boats amounted to over a quarter of a million dollars. The 32 GM diesels were supplied by the George Engine Service of New Orleans, Louisiana.

All of the vessels are twin-screw, and on the big boats four tandem diesels, developing 1200 hp give them a speed of about 14 miles an hour. On the 95-ft. boats there are four tandems, but power is translated into speed for crew comfort.

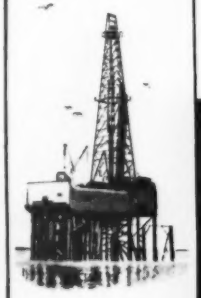
All six of the vessels are painted with epoxy-resin paint furnished by the Dycro Paint and Lacquer Corporation, of Houston. Wiring, cable, and switchboards came from McIntosh Electric Supply Company, of Beaumont.

RCA radar and radio telephone equipment came from the Moerbe-Garner Company, of Port Arthur.

Other equipment suppliers include Cutless Rubber Bearing Company for bearings; Sabine Propeller and Marine Works installing the Coolidge propellers; Southern Engine and Pump Company for the Marlow pumps; and Baldt anchor chains handling Danforth anchors.



One of the four George Engine, GM diesels that help provide the 1200 hp of the BELMONT.



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General Towing Acquires Tug Built by Marine Construction

General Towing Corporation, Gretna, La., has purchased a new tug, the **Capt. Marie,** from Waukesha Sales and Service, Inc., New Iberia, La.

The 65-ft. vessel was completed for Waukesha by Marine Construction Company, Patterson, La. It has a 20-ft. beam, and is 8-ft. deep with a draft of 5 ft. 6 in.

Powered by two 450-hp turbocharged Waukesha Diesel engines, it is equipped with two 40 kw ac generators which are also powered by Waukesha engines.

The **Capt. Marie** is equipped with dual station hydraulic steering and an electric galley and water heater.

Living quarters house a crew of five, and the boat's tanks carry a fuel supply of 6000 gallons and a water supply of 2000 gallons.

Special features of the tug include a Raytheon radar and Raytheon Model Ray 75 radio telephone.

Two New 800 hp Towboats Go to Work on West Coast

Pacific Coast Engineering Company, Alameda, Calif., has completed two 80-ft. towboats for the Crowley Launch and Tugboat Company, San Francisco.

Generating 800 hp each, the **Trojan** and **Atlas** are identical in every respect with exception of propeller design. Whereas the **Trojan** utilizes a variable pitch propeller, the **Atlas** is equipped with a conventional propeller.

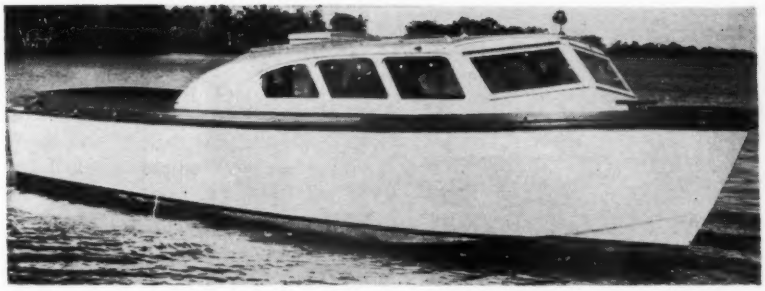
After being launched at Alameda recently, both new towboats will be used for docking ships in the Bay area and Carquines Straits.

Todd Builds Three Towboats For Argentina River Service

Three pusher-type towboats will be constructed by the Products division of Todd Shipyards Corporation at Houston.

Todd has been awarded a contract by Flota de Transportes Fluvial, Buenos Aires, Argentina, for the three vessels which are intended for use on the Parana River. Delivery date has been set for the last of this year.

All of the boats are twin screw in design, measuring 70′ x 20′ x 8′ and powered by 580 h.p. diesel engines. Accommodations are provided for a crew of eight.



Plastic work boat launched by George Engine Company has hull, cabin, and bulkheads molded by Universal Moulded Products Corp. Weighing about 4000 pounds less than comparable steel boats, it is said by its manufacturer to be six mph faster also.

News from the SHIPYARDS

George Engine Co. Launches 35-Foot Plastic Work Boat

George Engine Company, Harvey, La., struck at offshore corrosion problems in the Gulf of Mexico with the launching of a plastic work boat recently.

Designed and manufactured by Universal Moulded Products Corp., Bristol, Va., the 35-foot fiberglass reinforced vessel weighs about 4000 pounds less than steel boats of comparable size and design and is about six miles per hour faster.

Lines and offsets were developed by Seward Seacraft, Patterson, La., which also equipped it with twin GM 671 Diesel engines.

To offshore operators the new plastic boat offers durability, low maintenance cost, and safety of fire resistance.

Hull, bulkheads, and cabin are molded of fiberglass-reinforced fire-retardant polyester resin, manufactured by the Durez Plastics division of Hooker Electrochemical Company, North Tonawanda, N. Y. All three of these sections afford a flexural strength of 50,000 psi and a flexural modulus of 2.0 psi. Tensile strength of the laminate is 40,000 psi and its tensile modulus is 2.0 psi.

Arnold V. Walker Shipyard Builds 86-Foot Crew Boat

An 86-ft. crew boat, the **State Fair,** has been completed by Arnold V. Walker Shipyard, Inc., Pascagoula, Miss., for Pathfinder Boat Corporation, Houston.

Other vessels recently completed by the company for the offshore industry include an experimental platform float for the Humble Oil & Refining Company and a 98-ft. seagoing tug for the Crescent Towing & Salvage Company. The Crescent tug will be used for moving drilling barges and for general towing in the Gulf of Mexico.

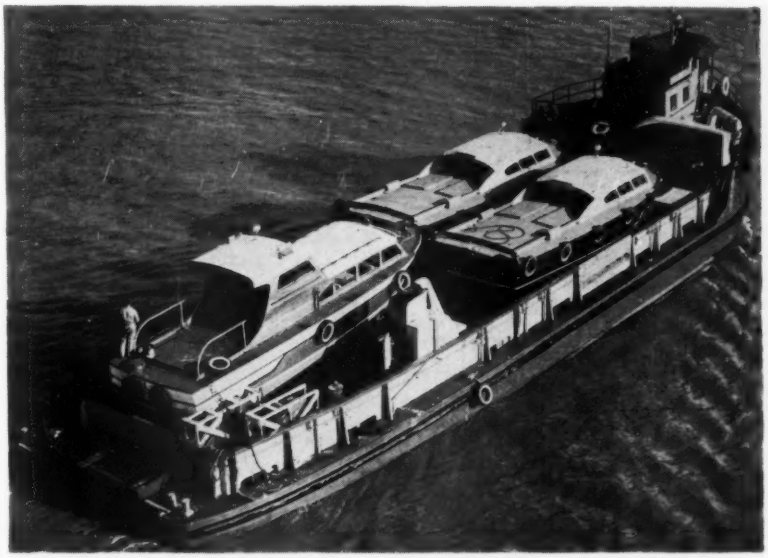
Tidewater Marine Allocates 6 Boats to Lake Maracaibo

Six boats from Tidewater Marine Service Inc.'s offshore fleet have been moved to Lake Maracaibo and put to work servicing oil operators in the lake.

Operating the newly-arrived vessels in Maracaibo waters is Tidewater Marine's new Venezuelan subsidiary, Tidewater Marine Service, C. A.

Tidewater Marine acquired the

(continued on next page)



Offshore supply vessel EBB TIDE with a deck cargo of three crew boats embarks from Morgan City, La., for Lake Maracaibo, Venezuela, to work for Tidewater Marine Service, C. A., subsidiary of Tidewater Marine Service, Inc. Two tugs completed the shipment.

Offshore Platform to Have Forster Fabricated Deck

Forster Shipbuilding Co., Inc., of Terminal Island, Calif., is fabricating an elevated equipment deck for Standard Oil Co. of California, Western Operations, Inc.

The all steel platform, weighing about 55,000 pounds, will be placed on the first steel offshore drilling platform for California. The platform is being built for drilling operations on a lease near Summerland, Calif., held jointly by Standard and Humble Oil and Refining Company.

Forster will complete the equipment deck in time for erection of the platform this summer. A pioneer in the West Coast offshore program, Forster is best known for its design and construction on the **CUSS I,** large deepwater rig.

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GULFPORT BUILT . . .

Tug ZEUS, 103′ x 25′ x 13′—1200 HP General Motors Diesel Gear Drive tug, built for Intracoastal Towing and Transportation Corp., Houston, Texas. Delivered August 13, 1957.

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Shipyard . . .

(continued from preceding page)

new branch by purchasing 60 per cent interest in Servicios Maritimos, C. A. (Semarca), one of the lively young service companies on Lake Maracaibo.

Tidewater Marine Service, Inc., itself, was only organized in 1956, but it now operates an offshore fleet of 45 vessels.

Included in the shipment to South America were three speed boats, all carried on the deck of the **Ebb Tide** a 120′ x 32′ x 8′ cargo vessel. The **Ebb Tide** also carried reserve fuel, water, and spare parts.

Carried forward on the **Ebb Tide** were two 31-ft. crewboats purchased from George Engine Company, Harvey, La., and built by Sewart Seacraft, Inc., Morgan City, La. Rounding out the **Ebb Tide's** cargo was the 42-ft. **Lila** purchased from Gulf Master Boats, Inc., Slidell, La.

Also sent to Venezuela were two tugs, the **Amar,** built by American Marine Corporation, and the **Jared,** built by Marine Construction Company of Patterson, La. Tugs were equipped with external ballast tanks to give them stability during their trip across the open Gulf.

With only two delays for equipment repairs, the voyage was completed in 17 days. Trouble hit 70 miles out in the Gulf when a steering cable on the **Ebb Tide** snapped, and extra cable had to be flown out with mechanics by a General Air Transport helicopter.

Addition of the five vessels gives Tidewater Marine Service, C. A. a total of eight boats operating in Lake Maracaibo.

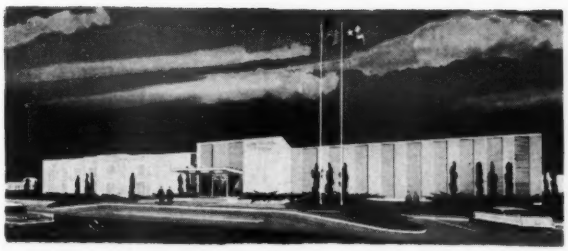
Avondale to Build $10 Million Twin Screw Hopper Dredge

A $10 million seagoing hopper dredge will be built by Avondale Marine Ways, Inc., New Orleans, for the U. S. Army Corps of Engineers.

A shaft horsepower of 5200 will be provided for operating the diesel electric self-propelled dredge. It is twin screw, measuring 339 feet long and 62 feet wide and providing living quarters for 64 officers and crew members.

Completion date has been set for the latter part of 1959, giving Avondale a total of 520 days in which to complete the vessel.

The look of the future . . .



Continental-Emsco starts . . .

$4 Million Plant Expansion

Houston plant to be doubled in size with a larger engineering department to keep pace with the future

CONTINENTAL-EMSCO Company, a division of the Youngstown Sheet and Tube Company, has recently started construction on a $4 million plant expansion program that will double the size of their Houston facilities.

During ground breaking ceremonies F. M. Mayer, president of Continental-Emsco gave these reasons for the new expansion.

"To keep the oil and gas industry strong, we must have the most economical and scientific methods of drilling for and producing oil and gas."

"We feel that, regardless of the short-range outlook, our expansion program will be necessary to meet the further demands of the great and dynamic oil and gas industry."

Expansion program will consist of a new 20,000 square foot engineering office building located adjacent to and connecting to the existing office building.

This expansion will provide a new 1800 square foot engineering laboratory building, for metallurgical and basic engineering laboratory work; and an addition of 3900 square feet to the personnel building for personnel and plant safety officers and expanded shop employees' facilities.

A 5600 square foot structural steel shop building will be built to house the structural fabrication and welding operations.

An addition of 29,000 square feet to the main shop building will be made for an expansion of product machinery assembly operations.

Oil field manufacturing division of the Los Angeles plant will also be transferred to the new Houston facility, after expansion is completed around the first of next year.

Officials attending the ground breaking ceremonies for Continental-Emsco's new $4 million plant expansion are from the left: Walter Rolfe, Goleman and Rolfe Architects, Houston; Joe Humans, president, Southwest Construction Company, Houston; S. A. Martin, Continental-Emsco's Houston plant manager; F. M. Mayer, president of Continental-Emsco, Dallas; W. T. Powell, executive vice president of manufacturing, Dallas; R. Hortenstine, Jr., vice president, gulf coast division, Houston; J. D. Mihalick, purchasing agent, Houston; The Reverend John F. Stevens, Rector St. Timothy's Episcopal Church, Houston.

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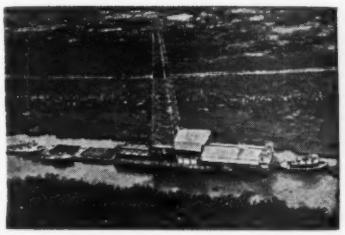

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Inside view of Cameron's new Patterson, Louisiana, plant showing wide range of equipment manufactured including blowout preventers, valves and production flow control equipment.

Confident in offshore future . . .

Cameron Opens New Plant

CAMERON Iron Works, Inc., recently opened a new plant in Patterson, Louisiana, twelve miles from Morgan City.

Over 4000 drilling, production and engineering personnel located throughout the area attended the impressive opening.

Among the interesting displays presented during the all day open house were Cameron's new type "F" valve with rotating seat (see page 61), the type "F" balanced design blowout preventer and Cameron's new line of production flow control equipment.

Most spectacular of all the displays was the type "F" blowout preventer in action just outside the new plant. Halliburton pressured up a Christmas tree and a Payne blowout preventer closing unit to 2000 psi. Then, the blowout preventers were opened to the air then closed to show the actual seal effected if a well blows out during drilling operations. The water jet went over 100 feet into the air, making a spectacular display.

The type "F" blowout preventer has the greatest strength and highest working pressures (to 15,000 psi) ever developed, according to Cameron engineers.

Mr. H. W. Barr is manager of the new Patterson plant and was host to all visitors.

Representing Cameron at the open house were from the left: J. W. Brougher, manager special products division; E. E. Parker, general manager of Cameron Ltd., Leeds, England; R. C. Brooks, manager engineering, oil tools; W. Roy Davis, sales manager, domestic oil tools; H. Allen, vice president and general manager of Cameron; A. D. Blackledge, assistant manager of Cameron; J. G. Long, manager of manufacturing for Cameron; J. F. Allen, manager of Cameron's missile plant; and R. F. Farmer, assistant sales manager for domestic valve and oil tools.

Service Personalities ..... In the News

Bill Farrow Named Director of Ideco S. American Operation

W. L. (Bill) Farrow has been appointed Director of South American operations for the Ideco Division of Dresser International, Inc., with offices in St. Augustine, Trinidad. Farrow was formerly managing director of EDECO (Trinidad) Ltd., a subsidiary of English Drilling and Equipment Company.

Farrow

William E. (Bill) Ridgeway has joined the K. L. Bourdo oil field supply and service organization in Beirut, Lebanon. The Bourdo company represents Ideco products in the Middle East, Near East and Northeast Africa.

Ridgeway has been senior drilling engineer for Kuwait Oil Company, an affiliate of Gulf Oil Corporation, for the past two years. Prior to that he worked in Gulf's Tulsa Drilling Engineering Division, and as a drilling foreman on various wildcat drilling projects in Montana and Wyoming.

Pawkett Gets Sales Rights For Cleaver-Brooks Boilers

Cleaver-Brooks Company, Milwaukee, Wisconsin, has announced the appointment of L. S. Pawkett and Company, 1927 North St. Mary, San Antonio, Texas, as exclusive manufacturers' representative for Cleaver-Brooks self-contained boilers.

L. S. Pawkett and Company will handle the sale of Cleaver-Brooks boilers in 54 counties in southern Texas. Leading cities in the company's territory are Austin, San Antonio, Corpus Christi and Laredo. The Corpus Christi office will serve the southeastern section of this territory.

Jones & Laughlin Announce Two Management Changes

A. G. Bastian, Manager-Field Sales Division, Jones & Laughlin Supply Division announced two changes in the management of J & L stores.

R. E. Holbrook, formerly local store manager at Lafayette, Louisiana, has been transferred to the Houston, Texas, store as store manager.

B. M. Ferriss, formerly at Houma, Louisiana, has been promoted to local store manager at Lafayette, Louisiana.

Kelley Becomes Representative For Cabot Shops in Venezuela

David Clinton Kelley has been appointed sales and services representative for Cabot Shops, Inc. and Franks Division of Cabot in Anaco, Venezuela, according to Fred Tinsley, Export Manager for Cabot.

Kelley, a qualified service engineer servicing Franks equipment for the past 12 years, will assist all South American representatives of Cabot Shops, Inc. and Franks Division on the sales and servicing of Cabot pumping units and Franks well servicing units and drilling rigs.

Investment Firm Chooses Collins as General Partner

Forres McGraw Collins of New Orleans has been admitted as a general partner into the New Orleans investment securities firm of Howard, Weil, Labouisse, Friedrichs and Company, effective February 1.

Shelby Friedrichs, a partner in the firm, said the naming of Collins brings to eight the number of partners in the company. The other six partners in the firm are Alvin H. Howard, John P. Labouisse, Walter H. Weil, Jr., Paul T. Westervelt, Thomas C. Holmes, Jr., and Frederick H. Collins, Jr.

Forres Collins has been associated with the firm since 1954 as a sales representative. He formerly served as vice president and director of Longino & Collins, Inc.

Mission Co. Names Bartley Vice President and Director

Charles O. Bartley has been elected vice president in charge of engineering and manufacturing and a director for Mission Manufacturing Company, world's largest maker of oilfield fluid pump parts, it was announced recently.

Bartley graduated from Rice Institute with a degree in mechanical engineering in 1942, the year he joined Mission. He has been with Mission ever since except for a three year period during World War II in which he served in the Navy.

Magcobar Organization Buys Mud Supply Firm in Louisiana

Willard M. Johnson, President of Magnet Cove Barium Corporation, Houston, a Dresser Industry, has announced the acquisition of Mud Supply Company, Inc., a Magcobar distributor in Louisiana headquartered at Lake Charles. Mr. Johnson stated that the acquisition will enable Mud Supply to strengthen its ability to serve customers through expansion of its facilities and equipment. There will no change in company policy or personnel, and Mr. I. W. Hoskins will continue as Mud Supply's President and General Manager.

Walters Appointed Manager For Mid-Continent Branch

Several personnel changes were announced recently by Mid-Continent Supply Company. Among the changes was the promotion of R. C. Walters to Store Manager of Mid-Continent's Shreveport location. A native of Shreveport, he formerly was city salesman there.

Walters

Also, H. G. Molloy has assumed duties recently as Field Salesman at Houma, Louisiana.

Mid-Continent Gets Exclusive Delta Tank Distributor Rights

In a recent joint announcement Hal S. Phillips, president of Delta Tank Manufacturing Co., Inc., and Ken W. Davis, president of Mid-Continent Supply Co., announced the appointment of Mid-Continent as exclusive distributor of Delta's oil field equipment.

Agreement is effective immediately and marks the first time that a supply company such as Mid-Continent will be handling a full range of oil field equipment.

Ross B. Baze, vice president of Delta, a wholly owned subsidiary

(continued on next page)

Service Personalities . . .

(continued from preceding page)

of General Gas Corporation, stated that a number of Delta's division offices in the south and southwestern United States will be taken over by Mid-Continent and operated as new branch sales and service points. Delta personnel previously assigned to those offices either will join the Mid-Continent organization or remain as part of the Delta staff while continuing engineering work with established Delta customers in the petroleum industry.

Delta, in addition to its main plant in Baton Rouge, operates branch plants in Macon, Ga., and Beardstown, Ill.

Mid-Continent is represented by sales and service staffs throughout the active oil producing fields of the United States, Canada and Venezuela and is represented in other key producing areas throughout the world.

In another joint announcement Ken W. Davis, president of Mid-Continent Supply Company, and J. L. Vint, president of Unit Rig & Equipment Company, related the terms of a new marketing arrangement whereby the complete line of drilling equipment manufactured by Unit Rig & Equipment Company will now be sold by Mid-Continent Supply Company and will carry the Mid-Continent name.

Purpose of the arrangement is to provide purchasers of equipment manufactured by Unit Rig with the extensive service facilities of Mid-Continent in the United States, Canada and South America.

A Mid-Continent subsidiary, Unit Rig & Equipment Company manufactures a complete line of drawworks, rated from 140 hp to 2000 hp; rig and pump drives; auxiliary units; rotary tables; and traveling blocks. All of this equipment will now carry the Mid-Continent name.

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GM GENERAL MOTORS DIESEL POWER

Shaffer Tool Works Names Division Engineer at Houston

David C. Guinn has joined Shaffer Tool Works, Inc. as Division Engineer in the Mid-Continent Gulf Coast Area, with offices in Houston, Texas.

Guinn

After graduating from the University of Texas in Petroleum Engineering, Guinn joined The California Company of New Orleans, Louisiana, and was with them from 1951 to 1955 as a drilling and Area Production Engineer on offshore and inshore drilling and development operations.

Metters Goes to Long Beach In Oil Well Supply Transfers

Transfer of Edward W. Metters, district representative of U. S. Steel's Oil Well Supply Division,

(continued on page 75)

Petroleum industry gets new . . .

Rotating Gate Valve

Cameron Iron Works, Inc. of Houston has developed a new long-life valve for water, oil, gas and mud

PRINCIPAL feature of Cameron's new type "F" conduit gate valve is its two alloy steel rings that rotate a fraction of a turn each time the gate is opened. Rotation of the steel seat rings exposes fresh metal to the erosive blast of line fluids during the critical time just as the port in the gate is uncovered on opening, or as the flow is being pinched off on closing.

Rotation distributes wear over the entire sealing surface of the steel seat rings instead of confining it to a small area at the bottom of the seat as on conventional valves.

The new type "F" valve also features a conduit type gate design, through bored to provide an uninterrupted flow-way in the open position. This reduces turbulence to a minimum, provides a full opening for passage of tools and keeps line fluids from entering the body cavity. Body cavity of the valve is filled with a lubricant for longer life.

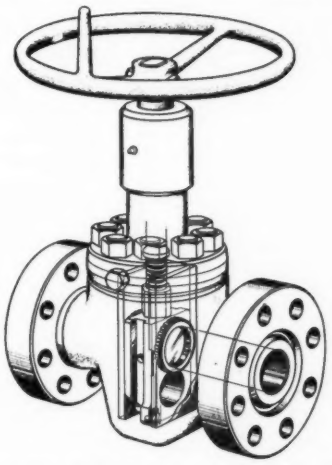
A non-rising stem operates the gate. Only the gate is free to move back and forth across the flow-way.

Stem is held to the stem adaptor by a pin so sized that if an overload torque is applied to the hand wheel, the pin will shear before the stem or other internal parts are injured.

The stem is also equipped with a shoulder which may be jammed against a seat in the bonnet flange to seal off the stuffing box and permit changing stem packing while the valve is still under pressure. Bearing cap can also be safely removed with pressure in the valve should it ever become necessary to change bearings or replace a sheared stem to adaptor pin.

Gate is of one piece construction which helps prevent line sediment from entering the body cavity, and makes it impossible to pressure lock the valve when the upstream pressure is bled off. The gate, seat and seat retainer plate assembly may be quickly replaced without the need of special tools.

The Cameron gate valve body, bonnet and gate are made of forged steel for greater safety and strength.



New type "F" gate valve has dogs in the gate which rotate the seat rings a fraction of a turn each time the valve is operated.

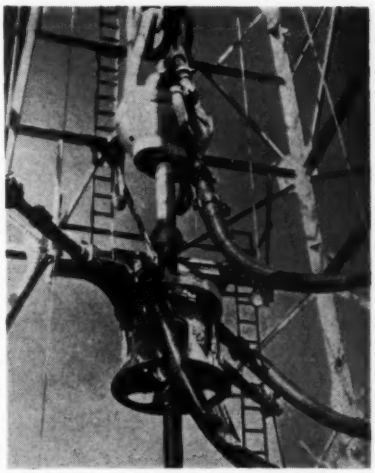
GE Claims Another First In 100-Watt Mobile Radio

General Electric Company has developed the United States' first thermostatically protected, transistor-powered 100-watt mobile radio.

Automatic cut-off and re-set functions protect the transistor power supply from overheating.

The mobile radio is fitted with a die-cast sink of brushed aluminum resembling a waffle grid and serving as a total enclosure for power transistors. The sink's bright aluminum surface provides a high degree of reflectivity of radiant heat from external sources and adds to the style of the unit.

For further information write General Electric Communications Products Department, Electronics Park, Syracuse, N. Y.



New Baash-Ross Power Swivel Replaces Conventional Rotary

Baash-Ross Division of Joy Manufacturing Company has developed a rotary power swivel which replaces the conventional drilling swivel, the kelly, kelly drive bushing, rotary table and rotary drive.

The Baash-Ross Power Swivel is a rotating power transmission device which can be attached to the upper end of oil field drilling pipe. It permits the use of multi-joint stands of drill pipe to reduce the number of connections to be made on the rig floor, thus saving time.

Power swivel also offers greater control of the rotating equipment than with conventional drilling equipment as maximum torque can be applied to the drilling string at very slow speeds and torque can be controlled to any degree of sensitivity within practical limits. Since the power swivel is attached to the upper end of the drill string, it permits drilling or reaming up hole as well as drilling down.

Baash-Ross has produced swivels up to 160 hp. Models developed so far have all been hydraulic powered, the hydraulics being furnished by a separate controllable pumping unit and power being transmitted to the swivel through high pressure hoses. Other equipment now in the development state is being designed to employ hydraulic, electrical or air power.

Power swivels, larger than 160 hp, are still in the development

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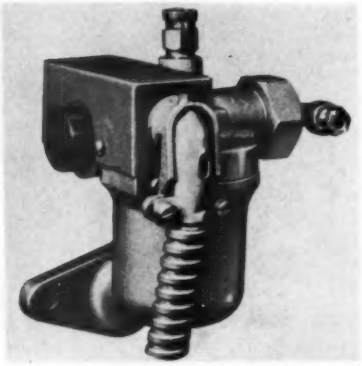
stage. Units as large as 600 hp are being considered. One development model has gone through preliminary tests conducted for the Gulf Oil Corporation in their offshore operation in Louisiana.



Champion Has Compressors With New Oil Monitor Unit

Stationary and portable air compressors by Champion Pneumatic Machinery Company are now equipped with a new protective device to prevent re-cycling when compressor crankcase oil level falls below a safe limit.

Champion's "oil monitor" utilizes a micro switch which cuts off the compressor and makes it impossible for the compressor to start a new cycle until the oil level is brought up to standard.

The company's compressors which range from 1½ to 10 hp are all fitted with the device.

For further information write Champion Pneumatic Machinery Company, Princeton, Ill.

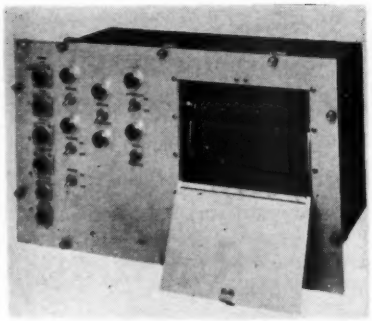
Tex-Tube, Inc. Produces New Small Size Pipe Line

Grades and sizes of line pipe previously unavailable are being produced at a new pipe mill by Tex-Tube, Inc., Houston.

The new high strength line pipe begins at 6⅝-inch in weights below 12.89 pounds and takes in 4½-inch down through one-inch sizes in grades X-42, X-46, and X-52.

High strength lines were not formerly available in smaller sizes because of the lack of dependable methods of manufacturing.

For further information write Tex-Tube, Inc., 1503 North Post Oak Road, Houston, Tex.



Tape Recorder Features Total Transistorization

A magnetic tape recorder developed by the General Geophysical Company of Houston for geophysical seismic operations features complete transistorization, light weight, and extreme portability.

Known as the Geocord, the unit produces standard 24 channel magnetic seismic records, and has the complete recording system housed in two 45-pound cases.

Hermetically sealed at every possible point, it is water and dust proof. Its design eliminates the need for high voltage and for a dynamotor.

For further information write General Geophysical Company, Houston Club Bldg., Houston, Tex.

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EXPLORATION

Two Major Oilers Completed By Sun in Maracaibo's Block 1

Activity in Lake Maracaibo's Block 1 continues to wax hot during 1958 with the completion of two more big producers.

Venezuelan Sun Oil Company, acting as operator for a three company combine rounded out by Venezuelan Atlantic Refining Company and Seaboard Oil Company, obtained a flow of 6,350 barrels of oil per day at the SVS No. 8 well. Tests were carried out through a ¾-inch choke, and gravity of crude was 35.2 degrees.

Operator completed the oiler in the Eocene sands, perforating at the intervals of 7771 to 7789 feet and 7795 to 7842 feet.

Sun has also obtained a high rate of production at the SVS No. 7 well. Completed in the Icotea horizon, the producer made 3240 barrels of 33.9-degree gravity crude per day on a ½-inch choke.

The group first obtained major production on the 24,710-acre concession at the SVSX-5 well (see OFFSHORE, February, 1958, Page 57).

Perforated at the interval of 9470 to 9579 feet, the first big strike flowed 7080 barrels of 32-degree gravity oil per day.

A second success one-half mile away, the SVS-4, yielded a daily flow of 6063 barrels of 31.6-degree gravity crude per day.

Block No. 1, which cost the group $733.40 per acre, lies in the northeast corner of Lake Maracaibo.

New Sand Produces Gas In Bay Marchand Block 5

A new sand has been tapped for gas production by Phillips Petroleum Company in a confirmation attempt in Bay Marchand Block 5.

Drilling off Lafourche Parish, La., Phillips finaled the No. B-3 OCS-0223 confirmation well at the interval of 11,752 to 11,762 feet. On a 19/64-inch choke the producer yielded 8.3 million cubic feet of gas daily plus 108 barrels of 52.9-degree gravity distillate.

Tubing pressure was 3950 pounds, and gas-liquid ratio gauged 76,-851-1.

Discovery well for the field was finaled last fall as a triple producer.

Conoco tops Gulf scene . . .

Three Triple Oilers Finaled

For Continental and CATC Group in 1958 it's seven wells completed in three zones

Three new offshore triple completions by Continental Oil Company, operator for CATC Group, gives them a total of seven oil wells completed in three zones during 1958.

Two of the new wells were in Grand Isle Block 47 Field. Well No. A-8 OCS-0133 State Lease 953 netted a combined daily flow of 580 barrels of oil, while C-3 well on the same lease yielded a total of 533 barrels per day along with a considerable quantity of gas.

Over in West Delta Block 30 Field, Conoco obtained a daily flow of 702 barrels of oil per day from an 8551-foot well finaled in three sands.

Climaxing the seven triple completions for Conoco and the CATC Group was the wildcat drilled by Mr. Gus II in a record 136 feet of water in West Delta area Block 70. The well has been granted a total expected allowable of 454 barrels daily.

Discovery by Texas Company Extends Caillou Island Field

A wildcat well two miles off the coast of Terrebonne Parish, La., has extended the Caillou Island Field to the southwest.

The Texas Company drilled Well No. 26 State Lease 1249 more than one-half mile from previous gas production.

Perforations at the interval of 14,282-330 feet yielded a daily flow of 181 barrels of 51-degree gravity distillate plus 4.75 million cubic feet of gas on a 10/64-inch choke. A tubing pressure of 5200 pounds was recorded.

Shell Announces Its First Hit In Mustang Island Gas Field

In the Mustang Island Block 889 gas field, Shell Oil Company has obtained the most southwest completion to date.

Located offshore from Nueces

(continued on next page)

One of two new platforms for Shell Oil Company now in operation off the Louisiana coast is pictured here. Shell's platform "A," containing 1900 tons of steel, has already completed one well in West Cameron Block 192, and is currently drilling in 56 feet of water 40 miles southeast of Cameron, La. A second unit "A" platform is drilling well No. 1 in Eugene Island Block 188 field.

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Exploration . . .

(continued from preceding page)

County, Texas, the gasser is the field's fourth completion and Shell's first success in the South Texas offshore area.

Well No. 1 State of Texas Tract 888-Small was drilled to a total depth of 12,028 feet and perforated at the interval of 11,820 to 11,870 feet. On an open choke the well measured a daily flow of 68 million cubic feet of gas with 75 barrels of 51.3 gravity distillate to the million. It showed a shut-in tubing pressure of 7710 pounds.

Three existing wells in the field were all completed by Gulf Oil Corporation, including the discovery well Gulf No. 1-A Block 889 producing gas at the rate of 13.8 million cubic feet per day.

Dual New Pay Gasser Finaled Off Texas by Arkansas Fuel

Arkansas Fuel Oil Corporation has announced new pay for both zones of a dual gas-distillate completion off Nueces County, Texas.

Well No. 1 State Tract 904-S was drilled to a total depth of 9371 feet before the operator perforated to gain production in the new sands.

From the upper zone productive through perforations at 8846 to 8852 feet and 8862 to 8878 feet the gasser yielded a daily flow of 4,050,000 cubic feet of gas. Gravity of the distillate was 47.6 degrees and gas-liquid ratio was rated at 50,000-1.

Production from the lower sand at 9038 to 9052 measured 25,800,000 cubic feet of gas per day. Distillate registered a gravity of 47.6 degrees while gas-liquid ratio was 58,800-1.

Discovery Finaled by Gulf In South Timbalier Block 131

A wildcat well in Block 131 of the South Timbalier area has yielded an oil discovery for Gulf Oil Corporation.

Gulf's No. A-2 OCS-0457 exploratory effort was perforated at the interval of 6704 to 6714 feet for a daily flow of 73 barrels of 37-degree gravity oil on an 8/64-inch choke.

Gas-oil ratio gauged 6800-1, and tubing pressure registered 2100 pounds. Drilling was carried to a total depth of 7667 feet and casing set to 7647 feet for completion.

An effort to confirm the discovery was well below 4000 feet at last report.

OFFSHORE LOCATIONS

TEXAS

Jefferson County

Union Oil and Gas Corporation of Louisiana 1 State Lease 41152, ST 83-S. Wildcat. Proposed Depth 8000 feet.

Nueces County

Arkansas Fuel Oil Corporation 1 ST 880-S, Mustang Island Block 889. Wildcat. Proposed Depth 10,000 feet.

LOUISIANA

Cameron Parish

Continental Oil Company 1 (OCS 0413), East Cameron Block 115. Wildcat. Block 115, East Cameron Area. Proposed Depth 14,000 feet.

Magnolia Petroleum Company A-4 (OCS 081), State Lease 1153, West Cameron Block 110. Block 110, West Cameron Area. Proposed Depth 7500 feet.

Shell Oil Company A-4 (OCS 0406), West Cameron Block 192. Block 82, East Cameron Area. Proposed Depth 9700 feet.

A-5 (OCS 0406), West Cameron Block 192. Block 82, West Cameron Area. Proposed Depth 10,500 feet.

Union Oil Company of California 1 (OCS 0259), West Cameron Block 67. Wildcat. Block 67, West Cameron Area. Proposed Depth 12,000 feet.

Jefferson Parish

Continental Oil Company A-9 (OCS 0133), State Lease 953, Grand Isle Block 47. Block 47, Grand Isle Area. Proposed Depth 12,500 feet.

La Fourche Parish

Block 27 Associates, Ltd. A-1 (OCS 0226), State Lease 1425, South Timbalier Block 27. Wildcat. Block 27, South Timbalier Area. Proposed Depth 14,000 feet.

The California Company S-6 (OCS 0384), State Lease 1024, Bay Marchand Block 2. Block 23, South Timbalier Area. Proposed Depth 7900 feet.

23 State Lease 1365, Bay Marchand Block 2. Block 2, Bay Marchand Area. Proposed Depth 7500 feet.

T-2 State Lease 1365, Bay Marchand Block 2. Block 2, Bay Marchand Area. Proposed Depth 8300 feet.

Gulf Oil Corporation A-3 (OCS 0456), South Timbalier Block 131. Wildcat. Block 130, South Timbalier Area. Proposed Depth 9000 feet.

A-2 (OCS 0457), South Timbalier Block 131. Wildcat. Block 130, South Timbalier Area. Proposed Depth 8000 feet.

C-2 (OCS 0461), South Timbalier Block 135. Block 135, South Timbalier Area. Proposed Depth 11,000 feet.

65 State Lease 1772, Timbalier Bay. From USC&GS Tri Station "East 2" (1934) go S 86 deg. 40 min. 40 sec. W 11,092.2 feet. Proposed Depth 13,000 feet.

Plaquemines Parish

The California Company 5 State Lease 1922, West Delta Block 83. From USC&GS "SW Pass Litehouse" 1904, go N 41 deg. 28 min. 50 sec. E 9880 feet. Proposed Depth 10,100 feet.

18 State Lease 1924, South Pass Block 24. From USC&GS "Scotts Canal Lite" go S 50 deg. 52 min. 10 sec. W 6714.3 feet. Proposed Depth 8600 feet.

Gulf Oil Corporation 1 State Lease 3196, Breton Sound Block 19. Wildcat. From USC&GS "Chico Point 2" 1935, go S 18 deg. 47 min. 18 sec. E (true) 56,205.6 feet to location. Proposed Depth 8500 feet.

3 State Lease "QQ" 195, Main Pass Block 47. From USC&GS "Sable" 1921, go S 35 deg. 0 min. 32 sec. E (true) 18,781 feet to location in Breton Sound. Proposed Depth not given.

Hassie Hunt Trust, Et Al, 1 State Lease 2484 Un 8, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 7 deg. 46 min. 23 sec. W (true) 6152.8 feet. Proposed Depth 9800 feet.

1 State Lease 2484 Un 11, South Pass Block 24. From

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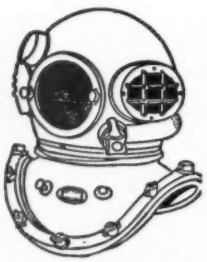

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1 State Lease 2484 Un 14, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 17 deg. 16 min. 39 sec. W (true) 6276 feet. Proposed Depth 9400 feet.

1 State Lease 2484 Un 15, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 11 deg. 43 min. 29 sec. W (true) 6997 feet. Proposed Depth 9800 feet.

1 State Lease 2484 Un 16, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 22 deg. 53 min. 21 sec. W (true) 5548 feet. Proposed Depth 9800 feet.

1 State Lease 2484-BLD "D" Un 16, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 2 deg. 55 min. 43 sec. W (true) 6905 feet. Proposed Depth 9400 feet.

1 State Lease 2484-BLD "D" Un 17, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 6 deg. 47 min. 33 sec. W (true) 7758 feet. Proposed Depth 9400 feet.

2 J. G. Timolat, Jr., et al, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 0 deg. 17 min. 55 sec. W (true) 11,436.70 feet. Proposed Depth 9800 feet.

Shell Oil Company 20 State Lease 1355, Main Pass Block 69. Block 80, Main Pass Area. Proposed Depth 2400 feet.

25 State Lease 1357, Main Pass Block 69. Block 81, Main Pass Area. Proposed Depth 2400 feet.

C-16 State Lease O'Brien Unit, South Pass Block 24. Block 24, South Pass Area. Proposed Depth 8768 feet.

B-29 (OCS 0349), State Lease 1007, South Pass Block 27. Block 23, South Pass Area. Proposed Depth 8450 feet.

B-30 (OCS 0349), State Lease 1007, South Pass Block 27. Block 23, South Pass Area. Proposed Depth 8950 feet.

21 (OCS 0352), State Lease 1011, South Pass Block 27. Block 27, South Pass Area. Proposed Depth 8000 feet.

22 (OCS 0352), State Lease 1011, South Pass Block 27. Block 27, South Pass Area. Proposed Depth 8000 feet.

23 (OCS 0352), State Lease 1011, South Pass Block 27. Block 27, South Pass Area. Proposed Depth 8000 feet.

22 (OCS 0353), State Lease 1012, South Pass Block 27. Block 28, South Pass Area. Proposed Depth 9900 feet.

23 (OCS 0353), State Lease 1012, South Pass Block 27. Block 28, South Pass Area. Proposed Depth 6950 feet.

24 (OCS 0353), State Lease 1012, South Pass Block 27.

A study by the Broadcasting Foundation of America into the use of television and radio as educational media in Venezuela will be financed by a $30,000 grant from the Creole Foundation. Left to right are John R. Winnie, associate professor at the University of Iowa; Miss Chloe Fox, acting director of BFA; and Henry F. Pelkey, U. S. coordinator for the Creole Foundation.

Block 28, South Pass Area. Proposed Depth 6950 feet.

25 (OCS 0353), State Lease 1012, South Pass Block 27. Block 28, South Pass Area. Proposed Depth 6950 feet.

St. Mary Parish

Phillips Petroleum Company B-4 (OCS 0424), Eugene Island Block 128. Block 129A, Eugene Island Area. Proposed Depth 8500 feet.

4 (OCS 0474), Eugene Island, Block 129-A, Eugene Island Area. Proposed Depth 12,500 feet.

Shell Oil Company A-2 (OCS 0443), Eugene Island Block 188. Block 188, Eugene Island Area. Proposed Depth 11,100 feet.

Sinclair Oil & Gas B-3 (OCS 0438), Eugene Island Block 175. Block 175, Eugene Island Area. Proposed Depth 10,000 feet.

A-4 (OCS 0439), Eugene Island Block 188. Block 190, Eugene Island Area. Proposed Depth 10,000 feet.

Terrebonne Parish

Shell Oil Company 1 (OCS 0582), Ship Shoal Block 139. Block 116, Ship Shoal Area. Proposed Depth 13,000 feet.

4 (OCS 0587), Ship Shoal Block 139. Block 139, Ship Shoal Area. Proposed Depth 13,000 feet.

5 (OCS 0587), Ship Shoal Block 139. Block 139, Ship Shoal Area. Proposed Depth 13,000 feet.

1 (OCS 0588), Ship Shoal Block 139. Block 139, Ship Shoal Area. Proposed Depth 13,000 feet.

1 (OCS 0600), South Timbalier Block 75. Wildcat. Block 75, South Timbalier Area. Proposed Depth 13,000 feet.

The Texas Company 2 State Lease 2985, Caillou Island. Block 16, South Timbalier Area. Proposed Depth 12,500 feet.

Union Oil California-Monterey Oil Company 1 State Lease 3195, Lake Pelto. From USC&GS Station "Pelto" 1934, go N 42 deg. 0 min. E 8700 feet. Proposed Depth 13,000 feet.

OFFSHORE COMPLETIONS

TEXAS

Nueces County

Arkansas Fuel Oil Corporation 1 State Lease 904-S, GOM, ST 904. Dual Gas. Total Depth 9371 feet. Perfs, 8846-52 & 8862-78 feet. SITP 3590 pounds & 4,050,000 CFGPD. Grav. 49.6, GLR 50,000-1. Perfs, 9038-52 feet. SITP 4733 pounds & 25,800,000 CFGPD. Grav. 47.6, GLR 58,800-1. Contractor, C. G. Glasscock.

Shell Oil Company 1 State Lease 888S, Mustang Island Block 889. Gas. Total depth 12,028 feet. Perfs, 11,820-870 feet. SITP 7710 pounds. Grav. 51.3, GLR 14,800-1. Block 889, Mustang Island Area.

LOUISIANA

Cameron Parish

Coral Drilling Company, Inc. 1 (OCS 0266), State Lease 1378, East Cameron Block 4. Dry. Total Depth 14,261 feet. Block 10, East Cameron Area.

Forest Oil Corporation A-4 State Lease 1337, East Cameron Block 4. Gas. Total Depth 12,525 feet. Perfs, 12,407-412 feet. TP 3850 pounds & 2,900,000 CFGPD on 12/64-inch choke. Block 4, East Cameron Area. Contractor, Gulf-Marine.

Magnolia Petroleum Company A-4 (OCS 089), State Lease 1202, East Cameron Block 64. Gas. Total Depth 11,700 feet. Perfs, 11,159-165 feet; 11,174-186 feet & 11,207-213 feet. PT 334 BOPD & 6,075,000 CFGPD on 17/64-inch choke. TP 4375 pounds. Grav. 49.3, GLR 18,156-1. Block 64, East Cameron Area.

Mecom Petroleum Company 5 (OCS #0300), State Lease 1134, West Cameron Block 45. Dry. Total Depth 10,972

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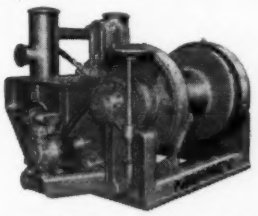

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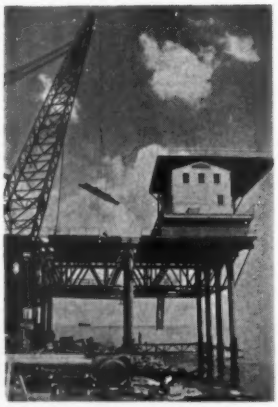

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Special Corrosion Report

feet. Block 45, West Cameron Area. Contractor, American Tidelands.

Ocean Drilling & Exploration Company 1 (OCS 0258), State Lease 1382, West Cameron Block 66. (Wildcat). Dry. Total Depth 12,622 feet. Block 66, West Cameron Area. Contractor, Delta Marine Drilling Company.

Jefferson Parish

Continental Oil Company A-8 (OCS 0133), State Lease 953, Grand Isle Block 47. Triple Oil. Total Depth 10,211 feet. Perfs, 9355-66 feet. PT 232 BOPD & 127,000 CFGPD on 8/64-inch choke. TP 1450 pounds. GOR 550-1, Grav. 32.4. Perfs, 8460-73 feet. PT 169 BOPD & 79,500 CFGPD on 8/64-inch choke. TP 1050 pounds. GOR 470-1, Grav. 34.4. Perfs, 8383-90 feet. PT 179 BOPD & 96,000 CFGPD on 8/64-inch choke. TP 1200 pounds. GOR 540-1, Grav. 33.1. Block 47, Grand Isle Area. Contractor, Loffland Bros.

C-3 (OCS 0133), State Lease 953, Grand Isle Block 47. Triple Oil. Total Depth 10,211 feet. Perfs, 10,978-992 feet. PT 161 BOPD & 105,000 CFGPD on 8/64-inch choke. TP 1825 pounds. Grav. 34.3, GOR 654-1. Perfs, 10,397-410 feet. PT 186 BOPD & 267,000 CFGPD on 8/64-inch choke. TP 2250 pounds. Grav. 32.3, GOR 1435-1. Perfs, 9938-44 feet. PT 186 BOPD & 98,000 CFGPD on 8/64-inch choke. TP 1700 pounds. Grav. 32.3, GOR 527-1. Block 47, Grand Isle Area. Contractor, Loffland Bros.

Humble Oil & Refining Company L-6 (OCS 031), State Lease 803, Grand Isle Block 16. Dual Oil. Total Depth 8218 feet. Perfs, 6935-40 feet. PT 194 BOPD & 133,200 CFGPD on 1/8-inch choke. TP 1060 pounds. GOR 684-1, Grav. 36.1. Perfs, 6749-54 feet. PT 167 BOPD & 119,-000 CFGPD on 1/8-inch choke. TP 960 pounds. GOR 715-1, Grav. 37.5. Block 16, Grand Isle Area. Contractor, Rowan Drilling Company.

La Fourche Parish

The California Company 22 State Lease 1365, Bay Marchand Block 2. Oil. Total Depth 6776 feet. Perfs, 5146-70 feet. PT 180 BOPD on 17/64-inch choke. TP 180 pounds. Grav. 20, GOR 200-1. From USC&GS "Pass 2" go S 86 deg. 46 min. 30 sec. E (Grid) 8934.7 feet.

21 State Lease 1365, Bay Marchand Block 2. Oil. Total Depth 8350 feet. Perfs, 7917-37 feet. PT 96 BOPD & 720,000 CFGPD on 10/64-inch choke. TP 1800 pounds. Grav. 22.2, GOR 7498-1. From USC&GS Station "Pass 2" go N 68 deg. 06 min. 0 sec. E 12,764.3 feet. Contractor, Rowan Drilling Company.

3 State Lease 1482, Bay Marchand Block 2. Abandoned Location. Total Depth not given. From USC&GS Station "Pass 2" go N 60 deg. 54 min. 10 sec. E 13,487.8 feet. 2 (OCS 0599), South Timbalier Block 63. (Wildcat). Dry. Total Depth 11,807 feet. Block 63, South Timbalier Area.

Gulf Oil Corporation A-2 (OCS 0457), South Timbalier Block 131. (Wildcat). New Oil Discovery. Total Depth 7667 feet. Perfs, 6704-14 feet. PT 73 BOPD on 8/64-inch choke. TP 2100 pounds. Grav. 37, GOR 6800-1. Block 130, South Timbalier Area. Contractor, Salt Dome.

Phillips Petroleum Company B-3 (OCS 0223), State Lease 1369, Bay Marchand Block 5. New Gas Pay. Total Depth 13,375 feet. Perfs, 11,752-762 feet. PT 108 BOPD & 8,300,000 CFGPD on 19/64-inch choke. TP 3950 pounds. Grav. 52.9, GLR 76,851-1. Block 5, Bay Marchand Area.

The Texas Company 26 State Lease 1249, Caillou Island. Gas. Total Depth 15,391 feet. Perfs, 14,314-330 & 14,-282-308 feet. PT 183 BOPD & 4,680,000 CFGPD on S-40 choke. TP 5200 pounds. Grav. 48.4, GLR 27,529-1. Block 122, South Timbalier Area. Contractor, Seaway Drilling Company.

4 State Lease 2986, Caillou Island. Gas. Total Depth 15,269 feet. Perfs, 14,408-435 feet. PT 99 BOPD & 5,113,000 CFGPD on S-39 choke. TP 5000 pounds.

Grav. 53.2, GLR 51,646-1. Block 11, South Timbalier Area. Contractor, Continental-Marine.

Plaquemines Parish

The California Company H-2 (OCS 0372), State Lease 1278. Main Pass Block 69. Oil. Total Depth 6175 feet. Perfs, 5560-85 feet, PT 37 BOPD & 29,000 CFGPD. Grav. 29.5. Block 69, Main Pass Area.

17 State Lease 1924, South Pass Block 24. Oil. Total Depth 9110 feet. Perfs, 8510-28 feet. PT 33 BOPD on 11/64-inch choke. Grav. 29.4 GOR 675-1. TP 250 pounds. From USC&GS "Scotts Canal Lite" go S 50 deg. 45 min. 30 sec. W 6838.6 feet.

Continental Oil Company E-3 (OCS 0138), State Lease 970, West Delta Block 30. Triple Oil. Total Depth 8551 feet. Perfs, 7349-74 feet. PT 264 BOPD & 128,000 CFGPD on 8/64-inch choke. TP 2200 pounds. Grav. 24, GOR 485-1. Perfs, 6818-40 feet. PT 335 BOPD & 148,000 CFGPD on 8/64-inch choke. TP 2625 pounds. Grav. 23.1, GOR 445-1. Perfs, 5670-80 feet. PT 103 BOPD & 24,000 CFGPD on 9/64-inch choke. TP 450 pounds. Grav. 24.4, GOR 233-1. Block 45, West Delta Area.

Gulf Oil Corporation 2 State Lease "QQ" 195, Main Pass Block 47. New Oil Pay. Total Depth 10,002 feet. Perfs, 8334-44 feet. PT 369 BOPD on 12/64-inch choke. TP 1100 pounds. Grav. 28.2, GOR 144-1. From USC&GS Station "Sable-1921" go S 38 deg. 58 min. 56 sec. E (true) 18,957 feet.

Shell Oil Company A-1 Shell-Calco State Lease 2673, South Pass Block 21. Dry. Total Depth 11,000 feet. Block 14, South Pass Area.

14 (OCS 0349), State Lease 1007, South Pass Block 24. Abandoned Location. Total Depth not given. Block 23, South Pass Area.

B-18 (OCS 0350), State Lease 1008, South Pass Block 27. Oil. Total Depth 7453 feet. Perfs, 6592-97 feet & 6609-19 feet. PT 170 BOPD on 9/64-inch choke. TP 690 pounds. Grav. 25.7, GOR 341-1. Block 24, South Pass Area.

18 (OCS 0352), State Lease 1011, South Pass Block 27. Oil. Total Depth 7945 feet. Perfs, 7858-77 feet. PT 138 BOPD & 51,000 CFGPD on 12/64-inch choke. TP 700

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pounds. GOR 370-1, Grav. NR. Block 27, South Pass Area.

19 (OCS 0352), State Lease 1011, South Pass Block 27. Oil. Total Depth 7950 feet. Perfs, 7857-82 feet. PT 171 BOPD & 56,000 CFGPD on 9/64-inch choke. TP 640 pounds. Grav. 26, GOR 321-1. Block 27, South Pass Area. 6 State Lease 2637, Lake Washington. Dry. Total Depth 11,666 feet. Block 2, West Delta Area.

St. Mary Parish

Humble Oil & Refining Company A-2 (OCS 0425), Eugene Island Block 77. New Gas Pay. Total Depth 15,918 feet. Perfs, 15,865-885 feet. PT 60 BOPD & 9,900,000 CFGPD on 22/64-inch choke. TP 5300 pounds. Grav. 44.8, GLR 165,000-1. Block 63, Eugene Island Area. Contractor, Hawkins & Wilkins.

Magnolia Petroleum Company M-6 (OCS 049), State Lease 691, Eugene Island Block 126. Oil. Total Depth 8766 feet. Perfs, 7540-46 feet. PT 260 BOPD & 144,000 CFGPD on 10/64-inch choke. TP 1050 pounds. Grav. 42.1, GOR 554-1. Block 119, Eugene Island Area.

0-2 (OCS 050), State Lease 692, Eugene Island Block 126. Oil. Total Depth 11,566 feet. Perfs, 11,284-291 feet & 11,308-312 feet. PT 402 BOPD & 312,000 CFGPD on 10/64-inch choke. TP 2200 pounds. Grav. 38.4, GOR 777-1. Block 120, Eugene Island Area.

C-3 (OCS 053), State Lease 695, Eugene Island Block 128. Oil. Total Depth 10,786 feet. Perfs. 10,523-42 feet & 7070-76/24 feet. PT 338 BOPD & 161,000 CFGPD on 10/64-inch choke. TP 1775 pounds. GOR 476-1, Grav. 38.8. Block 128, Eugene Island Area. Contractor, Southeastern Drilling Company.

Phillips Petroleum Company B-2 (OCS 0474), Eugene Island Block 128. Oil. Total Depth 7590 feet. Perfs, 6054-68/24 feet. PT 36 BOPD & 382,000 CFGPD on 8/64-inch choke. TP 600 pounds. Grav. 30, GOR 10,416-1. Block 129-A, Eugene Island Area. Contractor, Big Chief Drilling Company.

B-3 (OCS 0474), Eugene Island Block 128. Dry. Total Depth 4825 feet. Block 128, Eugene Island Area.

Sinclair Oil & Gas, Et Al B-2 (OCS 0438), Eugene Island Block 175. Temporarily Abandoned. Total Depth 12,740 feet. Block 175, Eugene Island Area. Contractor, Rimrock-Tidelands.

Terrebonne Parish

Gulf Oil Corporation A-1 (OCS 0457), South Timbalier Block 131. (Wildcat). Dry. Total Depth 6241 feet. Block 131, South Timbalier Area. Contractor, Penrod Drilling Company.

C-1 (OCS 0462), South Timbalier Block 135. Dry. Total Depth 6160 feet. Block 135. South Timbalier Area. Contractor, Penrod Drilling Company.

Magnolia Petroleum Company C-2 (OCS 067), Ship Shoal Block 113. Oil. Total Depth 13,700 feet. Perfs. 11,896-902 feet. PT 397 BOPD & 276,000 CFGPD on 10/64-inch choke. TP 1450 pounds. Grav. 33.6, GOR 693-1. Block 113, Ship Shoal Area.

D-3 (OCS 072), State Lease 792, South Pelto Block 20. Oil. Total Depth 10,611 feet. Perfs. 8734-55 feet. PT 313.38 BOPD & 276,000 CFGPD on 12/64-inch choke. TP 1075 pounds. Grav. 39.2, GOR 881-1. Block 12, South Pelto Area.

Shell Oil Company 1 (OCS 0444), Ship Shoal Block 171. (Wildcat). Dry. Total Depth 10,928 feet. Block 171, Ship Shoal Area. Contractor, Ocean Drilling and Exploration Company.

Vermilion Parish

Pure Oil Company 2 (OCS 0205), State Lease 879, Vermilion Block 39. Dual Gas. Total Depth 10,000 feet. Perfs, 9674-9704 feet. PT 1,198,000 CFGPD on 24/64-inch choke. TP 3500 pounds. Perfs, 9039-87 feet & 9153-81 feet. PT 4,892,000 CFGPD, on 16/64-inch choke. TP 4500 pounds. Block 38, Vermilion Area.

Oil Man's Calendar

MAY

4-7 LPGA annual meeting. Conrad Hilton Hotel, Chicago.

5-6 Society of Petroleum Engineers of AIME, 3rd biennial Secondary Recovery Symposium. Wichita Falls, Texas.

5-9 American Petroleum Institute safety and fire protection committee, 11th midyear meeting. Cosmopolitan Hotel, Denver.

5- 9 American Gas Association, distribution, production, and transmission conference, Roosevelt and Commodore Hotels, New York.

8- 9 Texas Petroleum Research Committee, eleventh oil recovery conference, symposium on "A Century of Texas Oil, 1875-1975," University of Texas, Austin.

11-14 Texas Independent Producers and Royalty Owners Association, Annual membership meeting, San Antonio, Texas.

12-14 Instrument Society of America, symposium of analysis instrumentation division, Shamrock Hilton Hotel, Houston.

12-15 American Society of Mechanical Engineers, oil and gas power division conference, Bellevue-Stratford Hotel, Philadelphia.

12-15 American Petroleum Institute Division of Refining, midyear meeting. Statler Hotel, Los Angeles.

14-16 American Petroleum Institute Division of Finance and Accounting, midyear meeting. Shamrock-Hilton Hotel, Houston.

15-16 National Industrial Conference Board, general session. Waldorf-Astoria Hotel, New York City.

19-23 National Fire Protection Association, annual meeting. Palmer House, Chicago.

21-23 American Petroleum Institute Division of Marketing, midyear meeting. Roosevelt Hotel, New Orleans.

22-23 American Petroleum Institute, Division of Production, Pacific Coast district meeting. Biltmore Hotel, Los Angeles.

JUNE

4-6 American Petroleum Institute, Oil Information Committee meeting. Sheraton Hotel, Chicago.

8-11 American Petroleum Institute, Division of Transportation, annual tanker conference. Greenbriar Hotel, White Sulphur Springs, W. Va.

8-13 American Petroleum Institute, Division of Production, midyear committee conference. Hollywood Beach Hotel, Hollywood, Florida.

23-25 Interstate Oil Compact Commission, midyear meeting. Hotel Utah, Salt Lake City, Utah.

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Creole Income, Earnings, and Dividends Increased In 1957

Creole Petroleum Corporation reported net income of $397 million, equivalent to $5.11 per share, as compared with $336 million, and $4.34 per share, in 1956.

Dividends paid by Creole rose from the $3.75 per share of 1956 to $4.00 per share last year.

Annual report of Creole said, "The increased income was due to the better price levels in 1957 and to the unusually high demand in the first half of the year."

Discussing the striking difference between the first-half production of 1,243,300 barrels per day and the 1,054,800 barrels daily for the second half, the report listed re-opening of the Suez canal, general slowdown in industrial and commercial activity, and "our United States market was reduced when President Eisenhower, in July, requested importing firms to restrict their crude oil imports."

Total sales of Creole reached $1,115,000,000 for 1957—the first time they had passed the billion-dollar mark. Crude oil reserves were greater at the end of the year than at the beginning of the year, and production was more than ever before.

Total payments to the Venezuelan government ran almost 23 percent over the 1956 payments of $361 million. Creole's annual report said, "Payments to the Venezuelan National Treasury in the form of production, income, or other taxes applicable to our 1957 operations will total $393 million, up almost 18 percent over those of 1956. Under the 50-50 principle of the Venezuelan income tax law, these payments are equivalent to the net income from our operations in Venezuela. In addition, we paid $50 million for concessions obtained during the year, bringing total payments to Venezuela for 1957 to $443 million.

Imports

In his report to stockholders, Creole president H. W. Haight, said, "No look at the future can ignore world trade, in which oil is the largest single commodity. Crude oil imports into the United States are now under a program of voluntary limitation recommended by a Presidential committee, after several years of threatened compulsory restrictions. Our Company does not import oil into the United States, but our sales have been affected since we have agreed to contract adjustments requested by our customers to permit them to conform to the program. However, our basic view continues to be that the importation of Venezuelan petroleum into the United States is vital to the security of both the United States and the free world, as well as to the maintenance of healthy world trade and friendly international relations.

"The effect of restrictions on the imports of crude oil sent from Venezuela to the United States cannot be measured solely in terms of the volume lost. The impact on trade relations between the two countries may be far-reaching, and the psychological effect in Venezuela already has been considerable.

"The United States Government has continued to reject demands from certain groups that heavy fuel oil, our principal product, be subjected to restrictions. Fuel oil produced from the heavier Venezuelan crudes does not supplant United States production. United States refiners, running lighter crudes for maximum gasoline yield, do not make enough heavy fuel oil to satisfy the needs of the United States consumer at reasonable prices. This deficit can only be supplied by imports.

Profit Of Gardner-Denver Up 10.4% Sales Set Record

Annual report of Gardner-Denver Company showed a sales increase of 13.7 percent, a record for the company, and a 10.4 percent increase in net profit during 1957.

Net sales reached $72,821,071, as compared with sales of $64,062,367 and profit of $14,385,114 for 1956.

G. V. Leece, president of Gardner-Denver, said, "After providing for preferred dividends, net profit was equal to $4.41 per share of common stock, compared with $4.05 per share in 1956."

The report stated, "Canadian and other foreign sales comprised a higher percentage of total sales in 1957 than in 1956. Canadian sales increased 20 percent, and sales to other countries increased 28 percent over the corresponding sales for 1956."

In December, 1957, the Gardner-Denver common was placed on a $2 per annum basis by the declaration of a quarterly dividend of 50¢ per share. Regular dividends of 45¢ per quarter were declared on the common during the first three quarters.

Kerr-McGee Directors Announce $0.28 Dividend

Board of Directors of Kerr-McGee Oil Industries, Inc., announced dividend payments of 28 cents per share for the company's prior convertible preferred stock and 20 cents per share for common stock. Dividend is payable April 1, 1958, for the quarter ended March 31, 1958.

Offshore Operations Called "Encouraging" by Continental

Offshore operations figured prominently in the annual report to stockholders of Continental Oil Company.

L. F. McCollum, president of Conoco, said in his report, "Results of exploration and development drilling in the Louisiana offshore continued to be encouraging, and activities were maintained at a high level. A total of 111 gross wells were drilled in that area by Continental and its associates as compared with 68 gross wells in 1956."

This additional drilling of marine leases contributed to the increase in Conoco's intangible drilling costs that rose $6.9 million over the previous year.

Acquisition of a 25 percent interest in new Venezuelan concessions in the Gulf of Paria made a significant addition to the foreign holdings of Conoco, the report stated.

Reporting on domestic drilling, the report said, "The groups in which Continental has an interest in offshore operations in the Gulf of Mexico drilled 42 gross explora-

tory wells in 1957. Of these, nine were successfully completed as oil wells, and ten as gas wells. In 1956, 32 gross wells were drilled, of which 13 were producers."

Statistics on development drilling offshore showed, "The company and its associates completed 69 development wells, 33 more than in 1956."

Of the wells drilled in 1957, 37 were oil wells, 14 were gas wells, and 18 were dry holes.

At the end of 1957, Continental owned a 25 percent interest in 55 oil wells and 45 gas wells and a 37½ percent interest in 66 oil wells and 32 gas wells off the coast of Louisiana.

Net income for 1957 was $46.7 million, or $2.38 per share, the third highest in the company's history. This was 9.8 percent lower than the $51.8 million—$2.65 per share—of 1956.

Conoco paid $1.60 per share dividends in 1957, and had a share-for-share stock distribution last January.

Gulf Records Record Income, Steps Up Maracaibo Activity

Highest net income in their 57-year history was reported by Gulf Oil Corporation in the annual report of W. K. Whiteford, president.

Net earnings of $354 million or $11.38 per share was up from $283 million or $9.08 per share in 1956.

Operations of Gulf's wholly-owned Venezuelan subsidiary, Mene Grande Oil Company, were, "on a more active scale in all respects in 1957 than in 1956."

Special emphasis was placed on the testing of Mene Grande's holdings in the deep Lake Maracaibo area.

To facilitate the handling of oil from the Ceuta area, a 16-inch pipeline was laid to the eastern shore of the lake and a crude oil loading terminal at Bachaquero.

Brewster-Bartle To Stress Continued Exploration In 58

Net income of $455,320 for 1957 and continuous rig operation were reported recently to the stockholders of Brewster-Bartle Drilling Company, Inc. at their annual meeting.

President W. O. (Bill) Bartle compared 1957 income with $703,-511 income in 1956 by pointing to the company's marked increase in exploratory drilling and resulting costs. Mr. Bartle and S. A. Brewster, board chairman, told the stockholders that 1958 would see still more exploration work by the company in its continuing effort to develop company-owned oil reserves.

Despite the material drop-off in drilling activity in 1957, the company's offshore rig, 11 barge rigs, and two land rigs have been in almost continuous operation.

Consent Judgment Litigates Hughes Tool Anti-Trust Suit

Hughes Tool Company, Houston, has entered into a consent judgment with the anti-trust division of the Justice Department.

A suit filed against the company in the southern district of New York claimed Hughes Tool violated Section I of the Sherman Act through license agreements with German nationals for the manufacture and assembly of drilling equipment in West Germany and sale of it in the Eastern Hemisphere.

Maynard E. Montrose, Hughes vice-president-sales, stated that the company felt the only effect of its agreements was promotion of American foreign trade.

However, since the costs of defending an anti-trust suit were so large, the company deemed it wise to litigate the New York suit by a consent judgment.

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Offshore Engineer John Boyd

From turbulent Gulf waters to Lake Maracaibo for construction chief is like calm after storm

WHEN John R. Boyd headed south to the offshore oil fields of Lake Maracaibo, the Gulf of Mexico lost a hard driving engineer who had supervised the erection of no less than ten offshore platforms.

Back in October, 1953, when Phillips Petroleum Company first organized its Morgan City marine district, John was their only engineer in the area.

Consequently, he found himself working an area stretching from the Texas line on one side to the Mississippi state boundary on the other, and operations even took him into Mississippi waters to reach some of the extended drilling sites.

Later as other engineers were added to the staff, his responsibilities multiplied until he was spending periods of up to 30 days on the Gulf, inspecting, erecting, moving, and reinstalling offshore structures.

During his 4½ years in the Gulf of Mexico, John Boyd has watched the offshore business blossom from a few scattered wells into the extensive undersea fields of today.

He saw the first efforts of operators to install drilling platforms that would endure the often deep and rough Gulf waters, and readily admits that he made mistakes in the early days himself. But as the years passed, more and more problems were licked, and he applied the solutions to his own work.

Marine engineer John Boyd confers with the barge captain on board one of McDermott's construction barges concerning erection procedure for the first self contained platform for Phillips Petroleum Company in Block 184, Eugene Island area early in 1953.

A high point in his offshore career was supervising the erection of Phillips Petroleum Company's first deepwater self-contained platform in Block 184 of the Eugene Island area. Set up in 85 feet of water, the structure won distinction as being the furtherest from land at the time.

Beginning his career on the bottom rung doing odd jobs in the oilfields near his childhood home, John took a major step up when he entered the University of Oklahoma. In 1951, he graduated with a degree in petroleum engineering.

John, who served in the Navy during World War II, was called back into the service during the Korean campaign and placed in charge of an oil and gas storage supply depot.

Upon being discharged in September, 1952, he returned to Phillips to complete his engineering training.

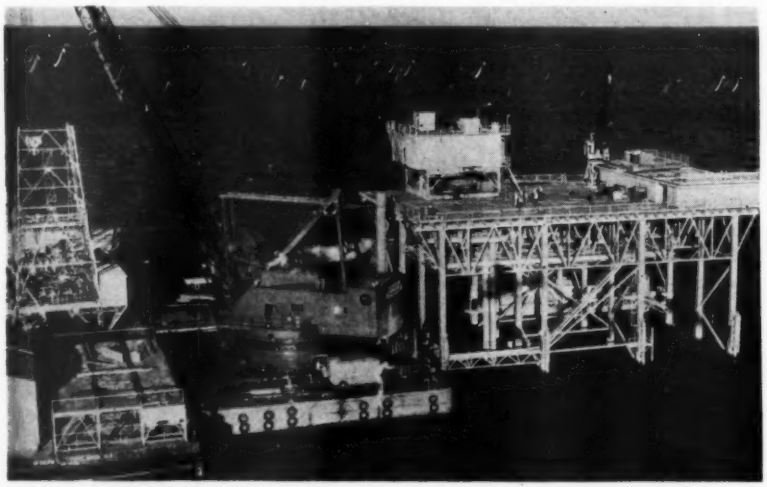
His responsibilities really bounded upward early in 1957 when he was promoted to engineering supervisor in charge of marine construction and design in the Morgan City district.

In this capacity, he designed and installed special systems for safe landing of boats at offshore platforms during rough seas.

During his brief but eventful offshore career John Boyd has worked on all types of drilling rigs from the tender rig to the mobile unit.

Transferred to Venezuela in March as district engineer for Phillips Petroleum Company Venezuelan South America, he becomes the third member of the Phillips team from America.

There he will be performing similar duties to those of past years, but this time it will be in the comparatively calm waters of Lake Maracaibo.



Derrick section of Phillips Rig No. 45 is lifted onto the platform by Brown and Root's giant erection barge in Block 191, Eugene Island area. Supervising installation of the platform and erection of drilling equipment was Boyd's responsibility as engineering supervisor.

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Service Personalities . . .

(continued from page 60)

from Castaic Junction, California, to Long Beach, California, was announced recently by D. S. Grubbs, California Area manager of the division.

M. F. Jones, Oil Well Supply Division's Gulf Coast Area manager also announced several transfers in his area. Harman Holcomb, Jr., field representative, has been transferred from Beaumont, Texas, to Brookhaven, Mississippi.

Paul B. Norton has been appointed Oil Well's district representative at Houma, Louisiana.

A. L. Crenshaw, field representative, has been transferred from Harvey, Louisiana, to Morgan City, Louisiana, and Gene E. Hatton, Oil Well's field representative at Beaumont, Texas, has been transferred to New Iberia, Louisiana.

Jones & Laughlin Appoints New District Sales Manager

W. L. Wolfe, vice president-sales, Jones & Laughlin Supply Division, recently announced several appointments as part of the second step in the reorganization of the field sales force.

L. P. Mackey, formerly Local Store Manager at Houston, Texas has been appointed District Sales Manager for the South Texas District at Houston.

J. N. Ryan has completed the sales training program and has been assigned as a salesman at the Laurel, Mississippi store where he has been training. Ryan is a graduate of the University of Houston with a degree in Business Administration.

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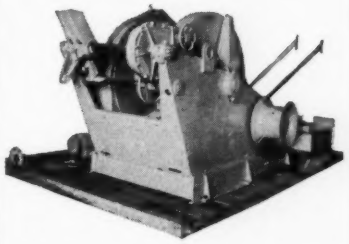

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Banker to elderly colored woman turning in her gold. "Auntie, you've been hoarding."

"No suh, boss you is wrong. At least $20 of that is washing money."

A newly married couple boarded the train for their honeymoon. They were in their berths and the bride about every two minutes would exclaim, "John, I just can't convince myself we're married."

This went on and on for hours. Finally a voice from the other end of the car shouted. "John, will you please convince her so we all can go to sleep."

"Mommy," said the little boy, "I was in a fight today."

"What happened, son?"

"A boy called me a sissy."

"What did you do?"

"I hit him with my purse."

Roughneck: "Did she blush when her shoulder strap broke?"

Roustabout: "I didn't notice."

"You know very well what sort of 'catering' service I ordered!"

1 of 3
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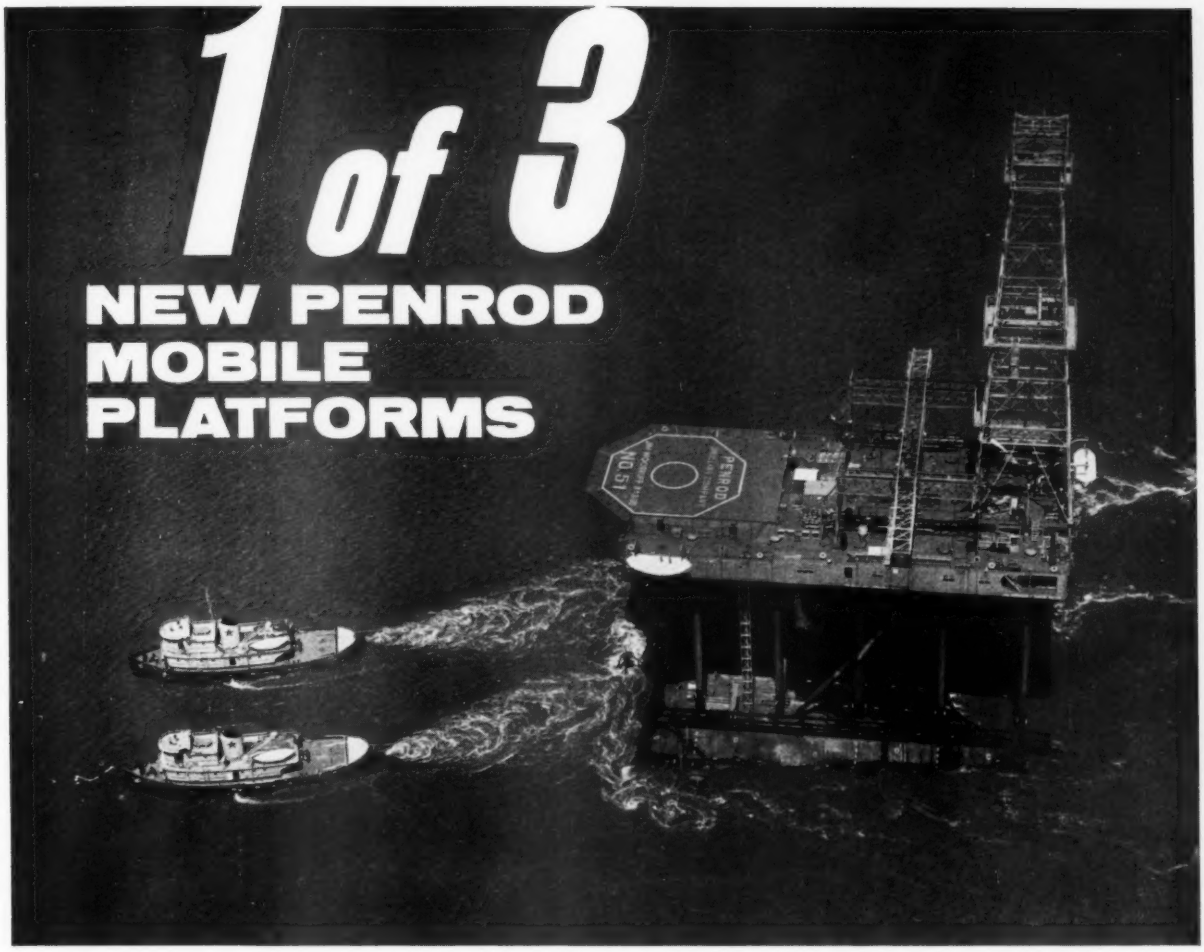

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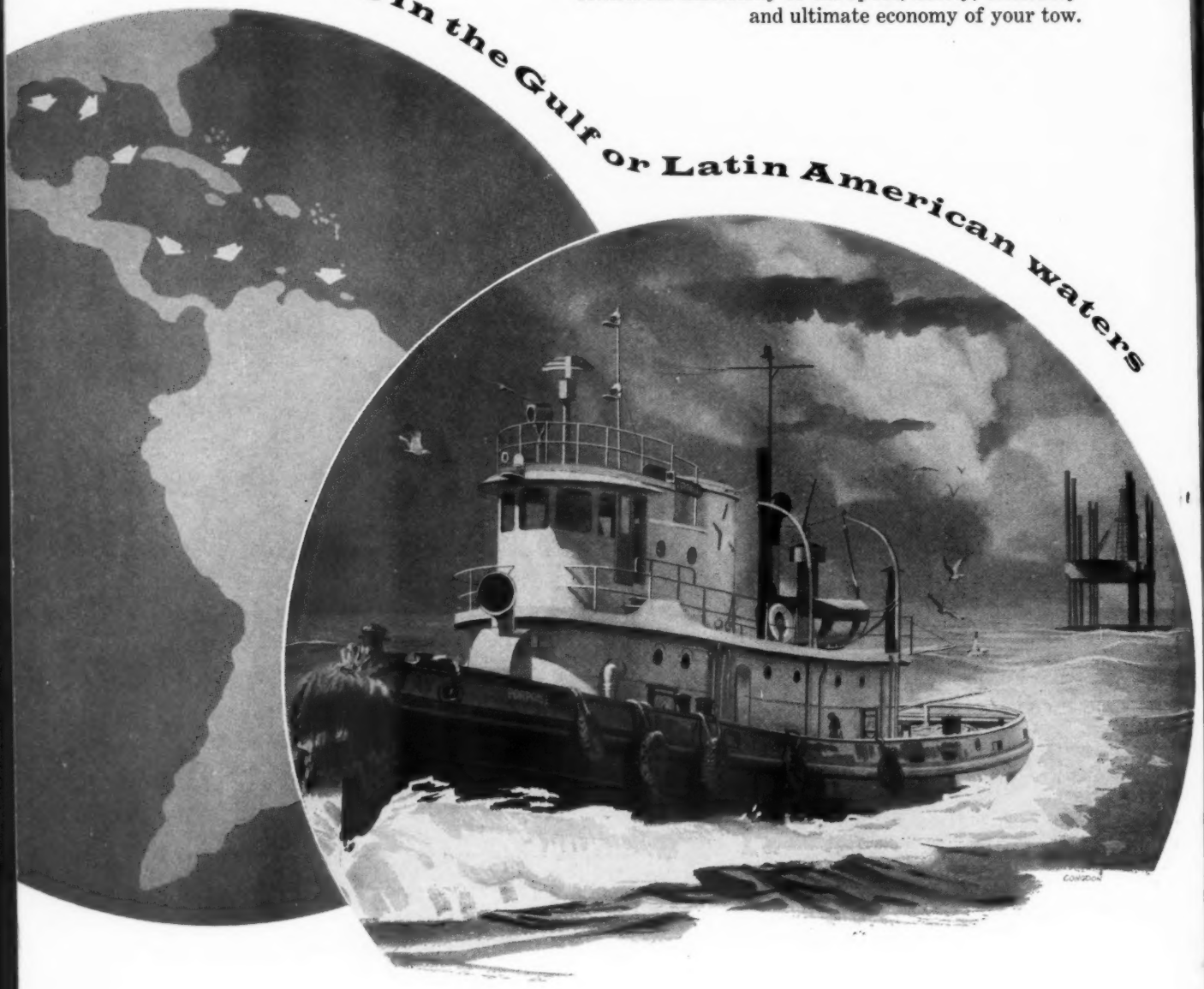

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